

O.K. SAUCE



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TO-DAY'S WEATHER FORECAST:—E. and N.E. Winds, Fresh; Cloudy With Drizzle or Mist, Probably Improving.

Hongkong Daily Press.

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Humor
General Manager
ALTHOUGH WE ARE BY NO MEANS PROUD OF IT
it so happens that at the present time labour and even salaries are less in China than elsewhere. Of course, our frames and blank lenses are made in Britain, America, Germany and other European countries but it is our specially trained artisans who assemble and grind the glasses themselves. Thus it is a fact that the quality of work is nearly 40% cheaper at N. Lazarus, 6, Pedder Street than at home.

No. 24507. 號柒零伍仟肆萬貳第 日柒廿月正年丑丁 HONG KONG, TUESDAY, MARCH 9, 1937. 式拜禮 日玖月叁年柒卅佰玖仟壹英 Price {Single Copy, 10 cts Per Month. \$3.

RECONSIDERATION OF JAPAN'S CHINA POLICY

HONG KONG AND CANTON

Offer Of Reciprocity

"There Are 30 Million Willing To Co-operate"—General Yu

There was a dramatic pause towards the close of the inspiring eloquent speech by His Excellency, General Yu Hon-mau, last night at the banquet tendered him by the members of the Chinese Merchants' Club—there, he said, with obvious emotion:

"NEARLY 30,000,000 PEOPLE IN KWANGTUNG ARE WILLING TO CO-OPERATE WITH HONG KONG."

EULOGIUM BY THE HON. DR. R. H. KOTTEWALL

It was realised that the feelings of the gathering could best be crystallised by the Chairman, the Hon. Dr. Kottewall, who spoke in Chinese, and said that the visit of His Excellency General Yu Hon-mau had given inexpressible pleasure to the Hong Kong community. It was a matter of great satisfaction to the Chinese residents of Hong Kong to have an opportunity of welcoming His Excellency, whose distinguished career had long ago evoked in them feelings of great admiration.

In recent months there had been many exchanges of friendly visits between high officials of Kwangtung and Hong Kong. In September last our Governor, Sir Andrew

Caldecott, called on Marshal Chiang Kai-shek in Canton; in November His Excellency the Chairman of the Provincial Government of Kwangtung and His Honour the Mayor of Canton honoured Hong Kong with a visit; then came Dr. Sun Fo, President of the Legislative Yuan, and shortly afterwards, Mr. T. V. Soong. Now they were honoured by a visit from His Excellency General Yu Hon-mau. All these visits were evidence of the most friendly relations subsisting between Kwangtung and Hong Kong.

Speaking at a luncheon given in his honour by the leading Chinese residents in November last, Dr. Sun Fo said that in his belief never before in the history of Sino-

KAWAGOE RECALLED TO TOKYO FOR REPORT

"BIG STICK" METHODS DO NOT PAY

Shanghai, March 8.
Mr. Kawagoe, Ambassador to China, has been asked to return to Japan shortly in order to report to Mr. Sato on Sino-Japanese relations according to a message from Tokyo. This is described as the first step in the direction of reconsideration of Japan's policy towards China.

WELL-INFORMED CIRCLES SUGGEST THAT JAPAN, FINDING THAT "BIG STICK" METHODS DO NOT PAY, INTENDS TO MAKE A FRESH BID FOR CHINA'S FRIENDSHIP ALONG MORE CONCILIATORY LINES THAN AT PRESENT.

Many Japanese are evidently deeply impressed by the recent growth of friendly Sino-British co-operation in South China which contrasts favourably with Sino-Japanese relations in the North.

There appears to be a secret in the recent Japanese pronouncements in favour of strengthening

Sino-Japanese cultural ties. It is recalled that Mr. Kawagoe himself recently insisted on the need for readjusting Japan's attitude towards China.

The nature of the new tactics is indicated by the recent Japanese propaganda sympathising with China's efforts to abrogate ex-

trality rights and unequal treaties with Western powers.

Up to the present all publicity concerning the alleged efforts have emanated from Tokyo, while Nanking has remained strangely silent.

(Continued on Back Page)

China Outlines New Policy

Nanking, March 8.
"The maintenance of the integrity of China's territory and sovereign rights and conduct of international relations on a basis of equality and reciprocity are the fundamental principles of China's foreign policy," declared Dr. Wang

Chung-hui, interviewed after his assumption of the Foreign Office portfolio.

"Under the guidance of these principles all possible efforts will be made to further international comity and friendship," he added.

—Reuter.

ALICE MEMORIAL HOSPITAL

Annual "Pound" Day

The Alice Memorial and Affiliated Hospitals held their annual "Pound Day" yesterday when gifts of hospital and household stores were received in the Ho Miu Ling block of the hospital.

Mrs. S. W. Tso, the wife of Dr. S. W. Tso, C.B.E., received the gifts from 11 a.m. to 1 p.m.; while in the afternoon from 2 p.m. to 4 p.m. the gifts were received by Lady Pollock, the wife of the Hon. Sir Henry Pollock.

The numerous gifts included cotton, wool, bandages, soap, Quaker oats, sugar, tin milk (sweet and unsweetened), medical supplies, marmite, hot water bottles, pieces of material and many other items all useful in the work of the hospital.

LOCAL RADIO APPOINTMENT

(To The Editor, "Hong Kong Daily Press").

Dear Sir,—I am directed by the Committee to announce that in view of the impending resignation of the present Secretary, the Committee has offered the appointment to Mr. Arthur T. Lay, who has accepted.

It is hoped that Mr. Lay will be able to undertake a short course at the B.B.C. before leaving England to take up his duties here in June.—Yours etc,

INA M. DUNNETT, Secretary.
Hong Kong, March 8.

GENERALISSIMO IN SHANGHAI

Shanghai, Mar. 8.
General Chiang Kai-shek arrived here to-day from Nanking aboard the Chinese cruiser Min Sen to undergo treatment for a strained back.—Reuter.

THE DOLLAR

T.T. ON LONDON: 1s. 2-27/32d.
T.T. ON NEW YORK: 30-1/4.

London Silver Market

(From Our Own Correspondent)
London, March 8.
London silver prices to-day were down 1/16 as follows:—
March 6 March 8
Spot 20-7/8 20-13/16
Forward 20-13/16 20-3/4

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His Excellency General Yu Hon-mau, Commander-in-Chief of the Fourth Route Army and Pacification Commissioner for Kwangtung, accompanied by Capt. W. J. R. Cragg, A.D.C. to H.E. the Governor, inspecting the Seaforth Highlanders' guard of honour yesterday morning. (Photo by Mee Cheung).

Funeral Of Mr. Iu Ku Un

One of the most lengthy and most picturesque Chinese funeral processions seen in the Colony for a long while, attracted much attention in Queen's Road Central yesterday morning shortly after 11 a.m. as it wended its way through the heart of the business centre towards the western district.

The procession was well over two miles in length and it took fully half an hour before the entire group passed from the corner of Ice House Street and Queen's Road Central to the Central Market.

It was the funeral of the late Mr. Iu Ku Un, former proprietor of the National City Bank of New York, who passed away on March 1, after a fortnight's illness, at the age of 59. The deceased was a highly respected member of the Chinese community and was the father of Messrs. Iu Tak Cheuk and Iu Tak Lam, both of whom are well-known in local tennis circles.

The procession, which included three brass bands and a number of men playing Chinese dirges continuously, was headed by numerous silk banners and other Chinese tableaux, and preceding the coffin, which was borne by 32 coolies, was carried a stand on which was placed a large framed photograph of the deceased gentleman.

This was surrounded with flowers.

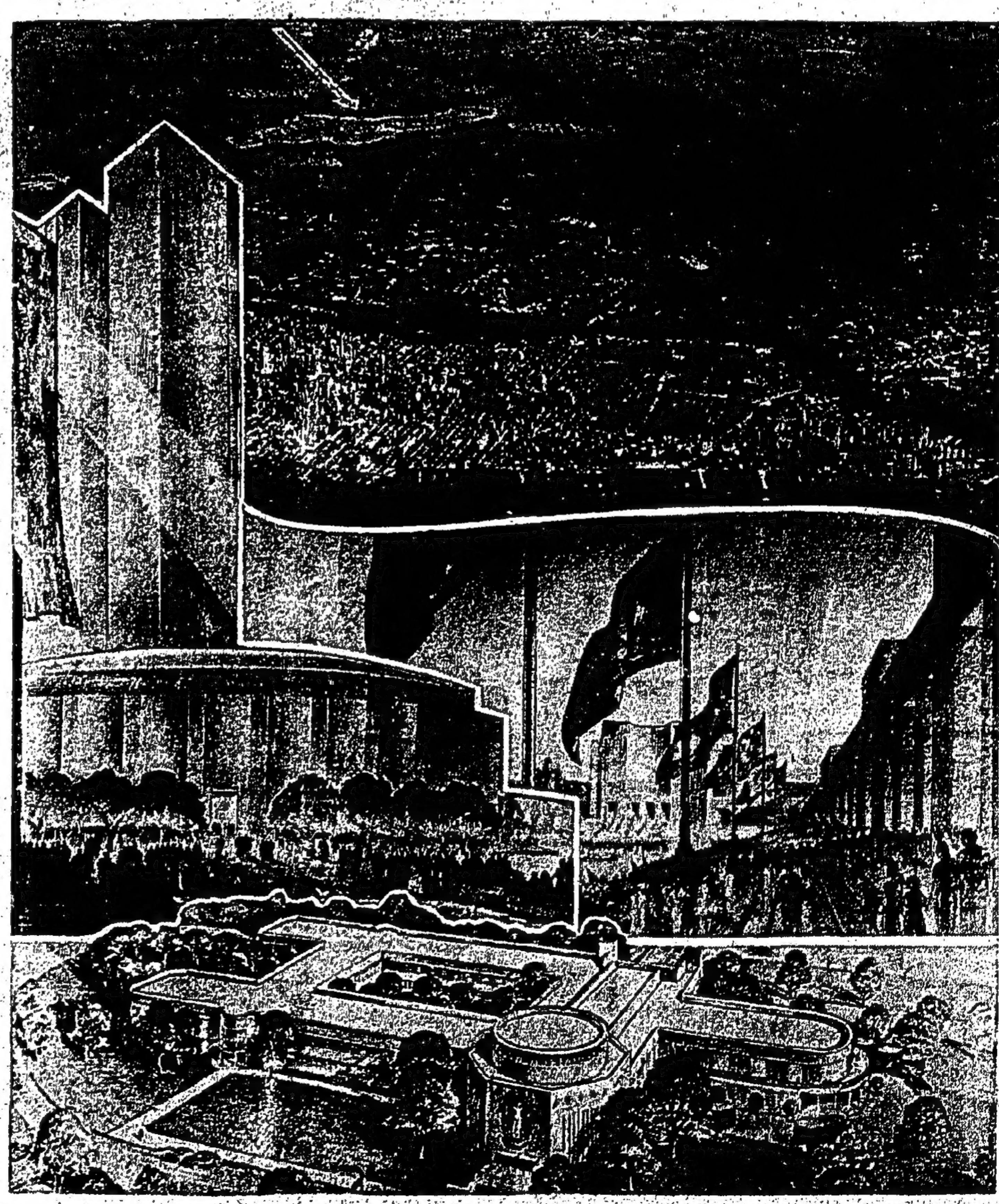
Immediately behind the coffin came a chair covered with green and black cloth carried by four coolies. In it sat the widow, who was the chief mourner.

Then followed a motor lorry fully loaded with floral tributes after which came another series of banners and tableaux.

At intervals in the procession there walked groups of children who attend schools which the deceased gave financial support.

The procession also included Chinese monks and nuns, robed in bright green and orange gowns.

The procession, concluded with 41 cars which conveyed relatives and friends.



Aerial photography and architects' drawings combine to show where the New York World Fair of 1939 will be held and some of the buildings which will adorn it. The photograph at the top was taken from 9,000 feet up. Shown in the foreground is Manhattan with its towers grouped around the 102-story Empire State Building (centre) which houses the present headquarters of the Fair—and in the middle distance the 1,216-acre site of the 1939 International Exposition. To the right lies Brooklyn and beyond, the hinterland of Long Island.

At the centre left is the projected \$1,200,000 Theme Building. This massive structure will dominate the Exposition. It will contain a dramatic panorama depicting the milestones of the past in the arts and sciences, and summing-up and correlating the kaleidoscopic elements and forces of modern life into a pattern for the future of the world.

At the centre right is shown the ceremonial centre of the Fair. Distinguished visitors will be welcomed on this broad "Plaza of Government." Formal ceremonies will be held here. In the background is the proposed Federal Hall, to the right the Hall of States. Government buildings will also bound the other sides of the spacious plaza.

Below is the artist's rendering from the final plans of the \$900,000 Administration building of the Fair, which will be under construction within a few weeks.

AVIATION

"All-Air" Empire Services

Bringing Still Nearer The Elimination Of The European Train Links

Imperial Airways flying-boat "Centaurus" has just brought a stage nearer the regular "all-air" operation of the Empire services. Leaving Alexandria recently and eliminating the necessity for any European train link, she brought eight passengers and a heavy load of mails right through by air via Brindisi and Marseilles to Southampton, alighting there on the afternoon of the 13th. Immediately she had picked up her moorings at the air-port off Hythe, her passengers and mails were taken off in one of the marine tenders of Imperial Airways and transported to Southampton Docks. Here a special Pullman-coach and mail-van were waiting, and in a very short time passengers and mails were on their way to Southampton Central station, where the Pullman and van were attached to a train for Waterloo.

The passengers carried by "Centaurus" who had the distinction of being the first to be flown right through between Egypt and England by a commercial air service, were enthusiastic as to the speed and comfort of the "all-air" stages. One of them, who had already made previous Empire flights in which the Paris-Brindisi sections had been, by train, said he had never enjoyed an air voyage so much as that in "Centaurus". Not only was it a great boon to be able to eliminate the rail stages, but on their flight through to Southampton they had enjoyed wonderful panoramic views from the promenade saloon of the flying-boat. All the

passengers commented with admiration on the spaciousness and luxury of "Centaurus".

On January 16, an inaugural "all-air" flight in the reverse direction was scheduled from Southampton through to Alexandria, again eliminating the European train stages.

A familiar sight at Waterloo are the special boat-trains connecting at Southampton with outward-bound ocean-liners; but recently at this busy station, a new note was struck by the flying-boat special, comprising Pullman and mail-van, which stood awaiting its passengers and mails.

"Centaurus" duly took aboard her load on the arrival of the train at Southampton, and was quickly in the air—the passengers in her saloons making air transport history by being the first to leave England by commercial flying-boat en route for destinations along the Empire routes.

Flying to schedule via Marseilles and Brindisi, "Centaurus" reached Alexandria on January 18th, both of her "all-air" trips, west and east, having been carried out without a hitch, and the connections between London and Southampton having worked with perfect smoothness.

As soon as further units of the new "C" class flying-boat fleet come into regular service, the "all-air" stages between England and Egypt will become a scheduled feature of the Empire services, European train links being eliminated permanently.

AIR ITEMS OF INTEREST

Illustrating Recent Progress In Civil Aviation

In addition to the transport of urgent fashion goods by air between London and the Continent, an examination of recent waybills shows that there is a growing use of the long-distance Empire routes for the dispatch of the latest models in hats and gowns these now being exhibited in fashion-houses thousands of miles distant within a few days of their leaving London.

Books, woollen and leather goods, wireless valves, films, petroleum essences, livestock, and urgently-consigned mechanical parts have been among the consignments passing just lately through the freight department of Imperial Airways at the London air-port.

In the big cargo-planes now in use in Canada articles such as winches, motors, and ore-buckets can be loaded as complete units. Individual consignments weighing up to nearly 2,000 lb. are being carried in these air-freighters.

Practically all commercial planes flying in the Canadian north-west are, it is reported, now fitted with wireless. Radio is becoming increasingly important when pilots are flying in remote territories or on an extended series of flights.

A message to hand from Australia indicates that fresh aerial surveys are about to be made of prospective mineral-bearing areas in Northern Australia.

WIRELESS IN MEDICAL AIR WORK

Further details have become available of ingenious wireless sets which have been evolved for use at lonely stations, and settlements in remote territories overseas, to summon medical aid by air from the nearest available hospital centres.

Such sets can now be operated by people unaccustomed to any of the technicalities of wireless. Power is supplied by a dynamo operated by bicycle pedals. The apparatus works so easily that a woman or child can pedal and operate the set unaided. Dry batteries are used to supply the filament current. Morse messages can be sent out by an automatic key-board resembling a typewriter. Up to about 200 miles, however, under ordinary conditions, telephony may be used. Messages from the base station to those operating the pedal sets are sent out by voice—which renders it unnecessary for those installing these small wireless set to read Morse signals.

LADY HAIG'S AIR TOUR

Lady Haig is making an extensive tour of the Dominions in order to stimulate interest in her book about the late Earl Haig. She left the other day by Imperial Airways for India, and is then flying on to Australia. Apart from sea stages between Australia and New Zealand, and from Australia to South Africa, Lady Haig is making use of the air services in every case where it is practicable to do so.

After the tour on which she is now engaged, Her Ladyship proposes to undertake, mainly by air, further tours covering, Canada, Newfoundland, the United States, and South America; afterwards making visits to various European countries.

necessary for those installing these small wireless set to read Morse signals.

MOTOR NOTES FROM GREAT BRITAIN

THE ROAD PROBLEM

In Great Britain the population per mile of road is 250, whereas in United States it is only 42; in a few years the number of vehicles per mile of classified road has risen from 40 to 60.

These were some of the impressive figures quoted by the chairman of Leyland Motors at the recent annual meeting of the company, when he referred to the unsuitability of British roads to modern traffic requirements. He went on to express the opinion that, given suitable conditions the motor industry of the country is capable of expansion so great as to rectify the Overseas trade balance and absorb practically all suitable workers as housing and armament slackens.

OVERSEAS ASSEMBLY OF CHASSIS

There has been a lot of talk lately about British car assembly in Australia, two or three firms laying claim to being pioneers in taking this step recently.

In actual fact, during the past 12 years or so, the Standard Co. has been sending out unassembled chassis to its distributors in Australia. Parts of these, such as road springs, batteries, tyres etc., are procured from local sources of supply, the whole being put together in the very efficient assembly plants belonging to the respective distributors themselves. The leading Australian body builders attend to that side, except in cases where body panels are exported from England for assembly in the distributors' plants.

TROLLEY BUSES FOR MOSCOW
For some time past the increasing popularity of electric trolley buses Overseas has been evident, and it is satisfactory to add that British manufacturers of this type of public service vehicle have received substantial orders.

A particularly interesting order has recently been obtained by the English Electric Co. for two A.E.C. "Renown" type. These are 6-wheelers, and the order was placed by Machinimport for service in Moscow. In Johannesburg a fleet of 11 vehicles of this make are now a prominent feature of that city's transport system, whilst Adelaide, Christchurch, Montreal, Shanghai and Sydney are other cities in the Empire where they are in service.

FOR IMPORTANT DUTY

There is at present under construction in Denmark a vessel intended for the duty of refuelling the light buoys stationed round the coasts, and this is being equipped with British petrol pumps. Two Beckmeters are being fitted for the work, and no doubt the fact that this type of pump has already been exported to Denmark for garages and service stations assisted its selection for this new duty.

MOTOR FACTORY LIGHTING

A positive transformation has been effected recently in some factories which have adopted electric discharge lighting, as it has been found that operatives are enabled to see in a way they have never done before. In factories where hundreds of precision operations are carried before the final product emerges, the importance of good lighting is tremendous.

MOTOR JOTTINGS

PROBLEM OF FLYING MUD

Keeping The Car Clean In Wet Weather

Doesn't the car become frightfully dirty this weather? Mudguards looking like sections of the back of a whale have been popular for a year or two and yet the door panels become coated with filth within a few miles, writes Owner Driver in the "Bulletin". All kinds of brainy people have spent much time in trying to produce a non-splash mudguard but without appreciable result, and such small progress as has been made has been nullified by the scrapping of running-boards on many cars.

In cases where the mudguards are, as it were, independent units and not attached to running-boards, those over the front wheels should be fitted with flexible vertical flaps at the rear.

It seems to be common sense that the large quantities of water and grit thrown upwards by the fast-revolving wheel on to the under side of the metal guard must be blown backwards by the pressure of the air as the car forges ahead, and, as that gritty mixture cannot force itself through the sheet steel, it must follow the contour of the guard and so travel downwards towards the rear tip. Once it reaches that point it must fall off into a high-pressure air stream and be carried backwards along the length of the car. At first sight it would look as if that air stream would produce a perfectly horizontal path for the watery stream, but it does not because of the eddy behind the rear tip of the guard. The air eddy draws much of the stream upwards, and, in rising, it meets with another stream curling over the top of the guard. The result is a flow of fine dirty spray along the door panels.

MAKING MUDGUARD TIPS

When running-boards are fitted on the car the flow of the initial upward stream is checked and the

flapping of rubber or leather vertical flaps to the rear edges will assist in canalising the flying fluid. To make these flaps, purchase a suitable size of flexible leather or thin rubber sheeting and cut into two pieces broad enough to cover the entire rear edge of the guard and deep enough to reach within three inches of the road surface. To the bottom edges of these rivet a thin strip of sheet lead to act as a weight and then drill three holes in the mudguard and the material. Using fine bolts, fasten them to the guard and the job is complete. Keep the flaps as flexible as possible so that they will yield to road surface inequalities.

The fitting of these flaps to cars with running-boards is also useful. In these instances the fitting is easier; simply a case of screwing the top edge of the flap to the wood a few inches to the rear of where the mudguard joins the board.

A counsel of perfection in connection with the flying mud problem is to keep down the road speed of the car. The higher the speed the stronger the air and mud stream, but even the most tortoise-like driver cannot escape the splashes from passing cars.

AN OLD ARGUMENT

It has always been a subject of argument whether, on wet roads, it is better to pass close to another car than to pass afar off. I think there is no argument in it at all provided theoretical considerations are admitted. The flying grit from the wheels of the car rises for a considerable distance before it commences to fall, and, obviously, the closer one is to the source of the stream the lower down will it hit the coach work of your pet vehicle. On the other hand, passing another car within a few feet on a wet road is not

altogether pleasant: anything might happen in the way of a sudden swerve or a skid.

I have said that the faster the road speed the more forcible the air stream and its gritty contents. I think there is a moral in that fact. When driving along wet roads on which there are also pedestrians, just bear in mind the feelings of the man on foot who finds himself suddenly into the range of the powerful and dirty hosepipe streams from the near-side wheels of your car. He has no metal panelling to protect his clothes from the flying mud, and, after all, it is so easy for you to slow down when about to pass him. If slackening speed does not appeal to you, then get over a good bit and avoid smothering him with spray that may contain a certain proportion of oil. You would not like it yourself: why compel him to suffer it?

REAL "ROAD HOGS"

I remember on one recent occasion I found myself following three cars along a narrow road with a bad surface full of potholes filled with water. It was so easy to observe a number of people and their children a good way ahead that was shocked to see the leading cars rush past these folks, who were helpless to protect themselves from the showers of mud thrown up on their clothes and the faces of their children. The conduct of these drivers was nothing less than beastly.

I stopped my car and waited until the party had passed. They were covered with mud, and were righteously indignant at the hogs responsible for the damage. One gentleman came over and thanked me, remarking that if all motorists were so considerate there would be less ill-feeling. I apologised for the conduct of the half-wits who were now out of sight, but felt that a thrashing would have done them good.

I mention the incident not to show how considerate I was, but to illustrate the oddness of people who in probability are courteous in the drawing-room but pigs on the highway. After all, the loss of a few seconds in such circumstances cannot mean death against life. In most instances hurry is a bug that bites people having time to burn.



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EXPLORATION OF THE AERIAL OCEAN

Weather And Air Travel

It is of comparatively recent date that the ever active human spirit of inquiry turned to the investigation of conditions prevailing in the upper air, so-called the "free atmosphere." The exploration of the aerial ocean above us did not proceed very rapidly until after modern technical needs lifted the subject out of its previous realm of purely scientific study. Once progressing techniques had permitted an access to the third dimension of space an interest in all its details and associated phenomena was bound to become acute.

AVIATION

These questions, naturally will be of particular interest to those who by profession or occupation must constantly cope with the matter, and this is also the reason why, practically, aviation weather service is now one of the most important branches of meteorology.

Weather plays an all-important part in air-travel. In fact, there is no way of running an air-service regularly and economically, at the same time safeguarding the personal comfort of passengers, unless provisions are made to supply the pilot, at the start as well as continuously during long-distance flights with reliable reports about the weather conditions prevailing along his route and at the different altitudes. Thus the pilot is in a position to choose whatever height he considers best in respect of flying down wind and avoiding bad weather regions.

GENERAL WEATHER FORECAST

Again, an accurate knowledge of the upper air is of great practical interest also from a purely meteorological point of view, since it has been shown that valuable conclusions may be drawn from such knowledge for the benefit of the general weather forecast. Unfortunately however, the aerological stations conducting observations regularly, and whose telegraphic records could be compiled and utilized, are still too limited in number, particularly so far as oceanic stations are concerned.

ORDNANCE AND BALLISTICS

A knowledge of conditions and phenomena in the atmosphere is of significance also for artillery and ballistic purposes. With the increasing importance of indirect methods of firing, i.e., when the gun is not laid directly for the target direct but is aimed at it by calculating the directions of the barrel-axis, pronounced attention is being devoted to all those factors likely to have an influence on the path of the projectile. This applies in particular to the atmospheric pressure as well as wind velocity and direction, and to the humidity in the layers both near the ground and in upper air.

In order to form an idea about the altitudes modern projectiles ascend to, it may be of interest here to state that a projectile designed for a firing-range of 100 kilometres reaches a height of 30 kilometres. To acquire a thorough knowledge of the atmosphere in relation to the aforementioned branches of work and leaving out specialized studies altogether, an insight is required, first of all, into the directions and velocity of the wind as well as into temperature and humidity. Investigations must be confined to certain altitudes which will differ according to what object they are made for. Whereas a maximum height of about 6 kilometres will be sufficient when studying conditions for air-transport, greater altitudes must be explored for other problems. In meteorology, for instance, the entire troposphere, with its ceiling at a height of about 11 kilometres, as well as the bottom layers of the stratosphere must be dealt with.

RECORDING METHODS

Observations can be obtained in various ways and in the earliest investigations kites were used to carry the necessary recording instruments up to heights of 7000 metres. Later on small India-rubber balloons, pilot-balloons so-called, were employed reaching altitudes of up to 35000 metres. These balloons are either equipped with recording instruments whose indications are read off when recovered after descent, or with miniature wireless apparatus continuously transmitting the readings during the ascent.

The pilot type of balloons calls for a rather expensive outfit of instruments and, being carried by the wind, it cannot, obviously, record the strength and direction of air-currents. It is the latter data however which are of particular significance in Aviation Weather Forecasts and Ballistics, and it is necessary therefore to determine them by other means.

To this end the fact of the balloon being carried by the wind is made use of to render air motions visible for long distances. Hence releasing one of these small India-rubber balloons and ascertaining its position at certain intervals it will be an easy matter to determine from these successive positions the wind direction and velocity in the various region the balloon ascends through, provided its vertical lift is known.

The respective positions of the balloon can be found with the aid of a special instrument for measuring angles, the so-called Balloon-Theodolite, permitting the determination of the angle the track of the balloon forms with the horizontal (directional angle) and the measurement of the altitudinal angle. These measurements can be effected in two ways, either by multiple or by single resection; the first method calling for the employment of two of these Theodolites—or of three, if a check is desired to be had. Upon having set them with an exactly known distance between each other, readings of the horizontal and vertical angles of the balloon-position are taken simultaneously (by the two observers signalling each other) and at intervals of about 1 minute between each reading. Using these readings as a basis it will be possible to determine the position of the balloon by trigonometrical computation.

The second method, i.e., the single resection is the simpler one and can be carried out with the aid of the self-registering Balloon-Theodolite manufactured by the well-known optical firm Carl Zeiss in Jena. This method only employs one single Theodolite handled by one observer. To compute the position of the balloon recourse is taken to its ascensional velocity which, as experience has shown, can be assumed to be a uniform one in meeting the requirements of accuracy for this particular problem. Whilst the observer follows the balloon through a telescope a chart of the track is automatically plotted by an ingeniously designed mechanism, thus doing away with any lengthy computations.

The time thus saved is a most important factor for the Aviation Weather Service, since the results of these measurements, made by a large number of stations, must be ready at hand at a fixed time and sharp to the minute in order the weather charts and reports issued within intervals of a few hours each can convey a sound aggregate impression of the prevailing weather situation.

The weather service having been uniformly regulated in 1929 by International agreement, national boundaries have ceased to form an impediment to this world-wide organisation. Weather charts, after all, are not identical with geographical maps which retain their permanency over long periods of time, but are to furnish a graphic illustration every day of the eternally changing conditions of the atmosphere surrounding us.

The Value Of The Transport Plane In Canada

Reports describing the continued growth in the air transport of freight in Canada indicate that the use of aircraft provides—the only rapid method of travel throughout areas variously estimated at from 60 to 70 per cent of the total extent of the Dominion. In such regions the alternative to the aeroplane is still the dog-team or canoe, and in regard to the latter the open-water season in the extreme north may be only a few months.

Nowadays air transport is opening up territories hundreds of miles from main highways or rail-heads. Not many years ago the limit of northern development was only a few miles from the railways—districts north of the rail-heads be-

FUMIGATION OF PLANTS

Indian Import Regulations

Living plants except fruits and vegetables intended for consumption imported by sea must be fumigated by hydrocyanic acid gas at a prescribed port of entry before being imported to India. The importation of living plants by letter, sample post or by air is totally prohibited.

In addition to fumigation at the port of entry being compulsory, all importations of living plants must be accompanied by official certificates of freedom from insect pests and diseases in the prescribed form.

Special regulations cover importations of rubber plants, rubber stumps and bud wood, potatoes, sugarcane and citrus plants and cuttings of rubber plants, rubber cuttings. Certificates of freedom from certain specified diseases are required in these cases.

Seeds generally are not covered by the order, but special rules regarding importation of seeds of flax, berseem, cotton (including un-ginned cotton), coffee plants, coffee beans and coffee seeds are laid down.

The importation of "Mexican Jumping Beans" (Sebastiania Palmeri) is prohibited absolutely.

ing shown on the maps as 'mostly unexplored.' To-day anyone studying one of the latest maps of northern Canada will note that it is dotted with re-fuelling bases used by the aircraft now flying constantly in these previously-inaccessible areas. Settlements which have sprung up from the nearest railways are now served regularly by air-lines carrying passengers, mails, and freight.



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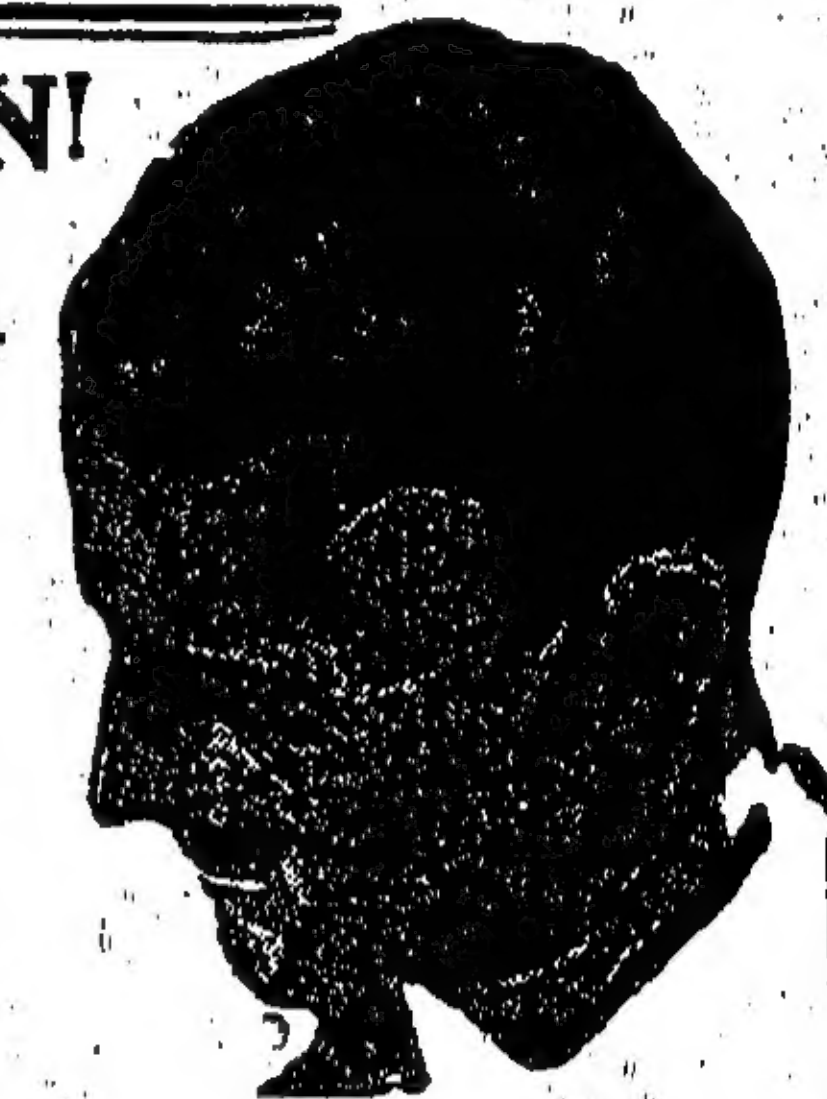
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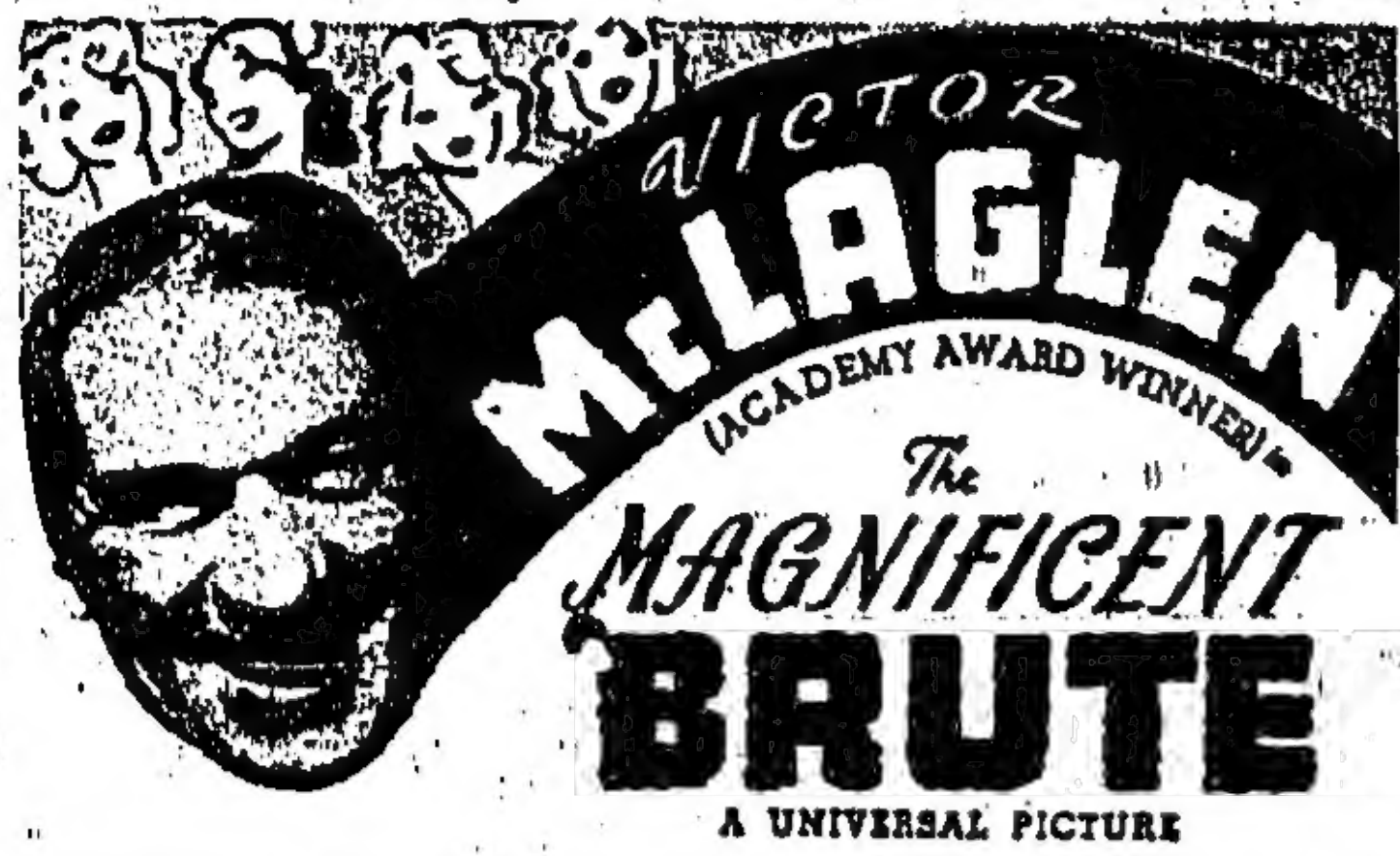
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TO-MORROW ONE DAY ONLY "MAN OF IRON" with Barton MacLane

DR. H. H. KUNG BACK IN SHANGHAI

Satisfied At Results Of Nanking Meeting

Further stabilization of the national currency as a means towards consolidating the financial structure of the nation and the development of agriculture, industry and commerce as a step toward the enhancement of the people's livelihood will occupy the major attention of the Ministry of Finance.

Thus declared Dr. H. H. Kung, Vice-President of the Executive

Yuan and Minister of Finance, who arrived in Shanghai from Nanking recently in an interview with a representative of the Central News Agency.

In the near future, Dr. Kung revealed, besides the reorganization of the Central Bank of China into a Central Reserve Bank, he will also devote much time in re-adjusting and improving the organization of the various currency institutions.

Questioned about his impressions of the Third Plenary Session of the Fifth Central Executive Committee of the Kuomintang which concluded recently, Dr. Kung stated that he was most gratified over the outcome of the

TO-DAY AT THE CINEMA

Hong Kong

KING'S:—
"General Spanky"
QUEEN'S:—
"The Magnificent Brute"
ORIENTAL:—
"Texas Rangers"

Kowloon

ALHAMBRA:—
"Rainbow On The River"
MAJESTIC:—
"The Merry Widow"
STAR:—
"39 Steps"

Coming

KING'S:—
"The Man Who Lived Twice"

QUEEN'S:—
"Under Your Spell"

ORIENTAL:—
"Trouble For Two"

ALHAMBRA:—
"Flying Hostess"

STAR:—
"Man of Iron"

MAJESTIC:—
"Street Scene"

GENERAL SPANKY

The thrills and drama of the war between the States in the 60's, with the charm and traditions of the Old South, furnish the interesting background for the Hal Roach feature-length comedy, "General Spanky," which opens to-day at the King's Theatre. This picture serves to introduce chubby Spanky McFarland as the newest and most sensational of the juvenile screen stars.

The elaborate production has been realistically staged. Aside from the scenic beauty of the Old South, the atmosphere is maintained with the melodious voices of a group of thirty negro spiritual singers.

TROUBLE FOR TWO

"Trouble For Two," showing at the Oriental Theatre to-morrow and Thursday, with Robert Montgomery and Rosalind Russell, is based on the story, "The Suicide Club" by R. L. Stevenson. A distinguished supporting cast includes Frank Morgan, Reginald Owen, Louis Hayward, David Holt, Virginia Weidler, E. E. Clive, Walter Kingsford and others.

The story, told against a picturesque background of royal intrigue, is a fascinating adventure in young love and reckless living in the picturesque eighties.

MERRY WIDOW

Gay Viennese music, continental joyousness, Parisian revels and charming old world romance blend with massive spectacle and glamorous locales in "The Merry Widow," Ernest Lubitsch's production of the Franz Lehar masterpiece, which is now on at the Majestic Theatre.

Reuniting the triumvirate of Lubitsch, Maurice Chevalier and Jeanette MacDonald, the Metro-Goldwyn-Mayer picture is staged on a spectacular scale, its whimsical comedy, gay humour and charming romance being backgrounded by gorgeous settings and hundreds of beautifully costumed players. The world-loved music is presented on a scale never possible on the stage. The picture is in every way what might be termed a super-production.

AIR DEVELOPMENTS IN SOUTH AFRICA

South Africa is becoming more and more air-minded. During 1935-36, according to figures just published, over 10,000 passengers were carried by aircraft operating on internal services, as compared with about 3,000 for the previous year. Revenue from passenger and mail traffic, during 1935-36, increased very considerably.

Session which was attended by four-fifths of the members.

One of the most important decisions reached at the Session, in the opinion of Dr. Kung, was the setting of November this year for the convocation of the National People's Assembly; for the institution of a Constitutional Government has always been one of the aims of the Kuomintang.

PUSHKIN AND LITERATURE

A Place Of Honour

Moscow, January 18. (Tass Mail).—An extensive study (about 400 pages) on "Pushkin and World Literature," will be published in the U.S.S.R. in the very near future.

Pushkin's enormous importance in world literature, said the author of this book, V. I. Nelshtat, in an interview with a Tass correspondent—is seen even from the mere fact that his works have been translated into 84 languages. In these languages there exists more than 1,500 translations of various of Pushkin's works and in some languages many of these works have been translated several times. Thus, "The Queen of Spades" has appeared in 12 German, 10 Czechoslovakian, 7 French and 6 English translations. "The Captain's Daughter" was translated 12 times in Germany, 9 times in Czechoslovakia, 8 times in France, 7 times in England, etc. Pushkin's striking drama "Boris Godunov" was translated 10 times in Germany and 9 times in France.

Even Pushkin's novel in verse—"Eugene Onegin"—which presents so many difficulties for the translator, has been published in the German, French, English, Italian, Czechoslovakian, Polish, Swedish, Danish, Hungarian, Serbian and other languages.

Critical Research

Another important proof of the popularity of Pushkin's works abroad are the critical and research studies about the immortal Russian poet. As far back as in the thirties of the XIX century European critics recognized that Pushkin can be classed together with such coryphae of world poetry as Shakespeare, Byron and Schiller.

The students of literature in all countries, emphasize the world importance of Pushkin as creator of realistic method in poetry, as the unsurpassed master of style in poetry and prose, as the great humanitarian, whose work is filled with genuine popular spirit.

Pushkin could not but influence the productions of the West-European writers of his time and the literary generations after him. Chamisso, Hoffman von Fallersleben, Heine, Vozov, Vrchlicky and others reflected Pushkin's lyrics in their poetry.

The French critics consider that Merimee's novel "Carmen" was created under the direct influence of Pushkin's "Gypsies." Merimee, it should be said, was in general Pushkin's passionate admirer, and without any reservations called him the first poet in the world.

Merimee's big work entitled "Alexander Pushkin" which was published in 1888 enjoys great popularity. Besides, a number of interesting statements about Pushkin can be found in Merimee's letters to Sobolevsky, published in the U.S.S.R. in 1928. From these letters it appears that in many respects Merimee took Pushkin's works as an example for himself.

"Boris Godunov" and "Eugene Onegin" left a marked trace in foreign literature. The influence of "Boris Godunov" is alive up to our days. Thus, Heiler's drama "Godunov's Children" which appeared in Germany in 1923, bears signs of influence of Pushkin's drama. The well-known Czechoslovakian writer Gustav Plegier conceived and created his novel "Pan Vyhinsky" under the influence of "Eugene Onegin."

LEARN BY HEART

The influence of Pushkin's prose can in the first place be seen in the French literature. Marcel Prevost, recalling the impression left upon him by the "Queen of Spades," writes: "I once again see myself as a youth... striving to master the art of the masters of novels. I see myself studying this little chef d'oeuvre ('The Queen of Spades'). I had been re-reading it so often, that I finally learnt it by heart." Doubtless Merimee himself who rendered so excellently the "Queen of Spades," is somewhat obliged to Pushkin in his skill in creating a simple tense novel. And Maupassant himself has not evaded the influence of the author of "The Queen of Spades." In any case he also had carefully read it and reflected upon it.

It is possible to cite many more examples. Nelshtat said in conclusion, but what has already been said, sufficiently describes the recognition and love, which Pushkin won throughout the world. (Tass Mail)

DIARY OF LOCAL EVENTS

TUESDAY, MARCH 9
Anniversaries and Holidays.—St. Frances of Rome, W.

Cinemas

King's:—"General Spanky."
Queen's:—"The Magnificent Brute."
Oriental:—"The Texas Rangers."
World:—"Chinese Picture."
Alhambra:—"Rainbow On The River."

Majestic:—"The Merry Widow."
Star:—"39 Steps."
Meetings.—Annual of H.K. Land Investment Agency Co., Ltd. at Messrs. Jardine, Matheson's Offices, noon; Annual of H.K. Iron Mining Co., Ltd. at Messrs. Jardine, Matheson's Offices, 12.15 p.m.; Annual of H.K. Auxiliary of the British and Foreign Bible Society, at Bible Depot, Queen's Rd. Ctl., 5 p.m.; Kowloon Chess Club, at St. Andrew's Hall, 5.30 p.m.; Kowloon Union Church Y.P.S. Committee, 8.30 p.m.

Miscellaneous.—Rotary Tiffin, Hong Kong Hotel; Exhibition of Oil Paintings at Hotel Cecil, 10 a.m. to 7 p.m.

Rehearsals.—Hong Kong Singers, Union Church, Kennedy Road, 5.30 p.m.
Social.—Cheero Club Whist Drive, 8.30 p.m.; Craigengower Cricket Club Weekly Tombola, 9.20 p.m.; Police Branch of Ministering League, Whist and Mah Jongg Drive, at St. John's Cathedral Hall, 3 p.m.

Sports

Cricket.—Royal Artillery v. Royal Engineers (Kowloon C.C.), 10 a.m.
Hockey.—International Tournament, Ireland v. Wales (H.K.S.R.A. ground), 5 p.m.; England v. Scotland (U.S.R.C. ground), 5 p.m.
Moon.—I Moon, 27th Day.
Sunrise.—6.39 a.m. Sunset.—6.30 p.m.

Tides.—High at 9.00 and 18.32; Low at 1.30 and 12.09.

WEDNESDAY, MARCH 10
Anniversaries and Holidays.—The Forty Martyrs of Sebaste.

Cinemas

King's:—"General Spanky."
Queen's:—"The Magnificent Brute."
Oriental:—"Trouble For Two."
World:—"Chinese Picture."
Alhambra:—"Rainbow On The River."

Majestic:—"The Merry Widow."
Star:—"Man of Iron."
Dances.—Cheero Club Dance, 8 p.m.

Lectures.—H.K. Polytechnic Commercial School Headmaster's Address at Y.W.C.A., 8 p.m.

Meetings.—Annual of Hong Kong Realty and Trust Co., Ltd., at Exchange Bldg. (2nd floor), 11.30 a.m.; Annual of Women's Section, Y.M.C.A., 4 p.m.; Hong Kong Aquarium Society, at Biol. Dept. University, 8.30 p.m.; Kowloon Union Church Women's Guild, 10 a.m.; Christ Church Committee, Waterloo Rd., 6 p.m.

Miscellaneous.—Exhibition of Oil Paintings at Hotel Cecil, 10 a.m. to 7 p.m.; Discussion Group, at Christ Church House, 8.30 p.m.; Jumble, Sale, at St. Andrew's Hall, 3 p.m.

Moon.—I Moon, 28th Day.
Religious.—Lenten Service at St. John's Cathedral, 5.45 p.m.; at St. Andrew's Church, 9 p.m.

Sports

Badminton.—Men's Singles Championship (Quarter-finals), P. H. Wong v. K. S. Liew; C. E. Ching v. P. K. Hui; T. C. Lee v. A. L. Fisher; T. J. Ong v. M. A. Oliveira.

Football.—First Division, Navy v. S. China "B" (Causeway Bay), 4.30 p.m.; Kowloon v. St. Joseph's (Kowloon), 4.30 p.m.; Seaford Highlanders v. Recreation (Bookun-poo), 4.30 p.m.; Club v. Kowloon Chinese (Club), 4.30 p.m.

Shooting.—Hong Kong Rifle Association Spon and Practice Shoot (Army Range, Kowloon City), 2 p.m.

Sunrise.—6.40 a.m. Sunset.—6.30 p.m.

Tides.—High at 17.23; Low at 80.53.

Records Of King Edward Lost In Oxford Fire

A fire which broke out in the junior common room of Magdalen College, Oxford, destroyed records, mostly in the form of photographs and books, among which were some of King Edward VIII when he was at Magdalen as Prince of Wales.

The fire, which had apparently been smouldering all night, destroyed one side of the common room.

KING'S

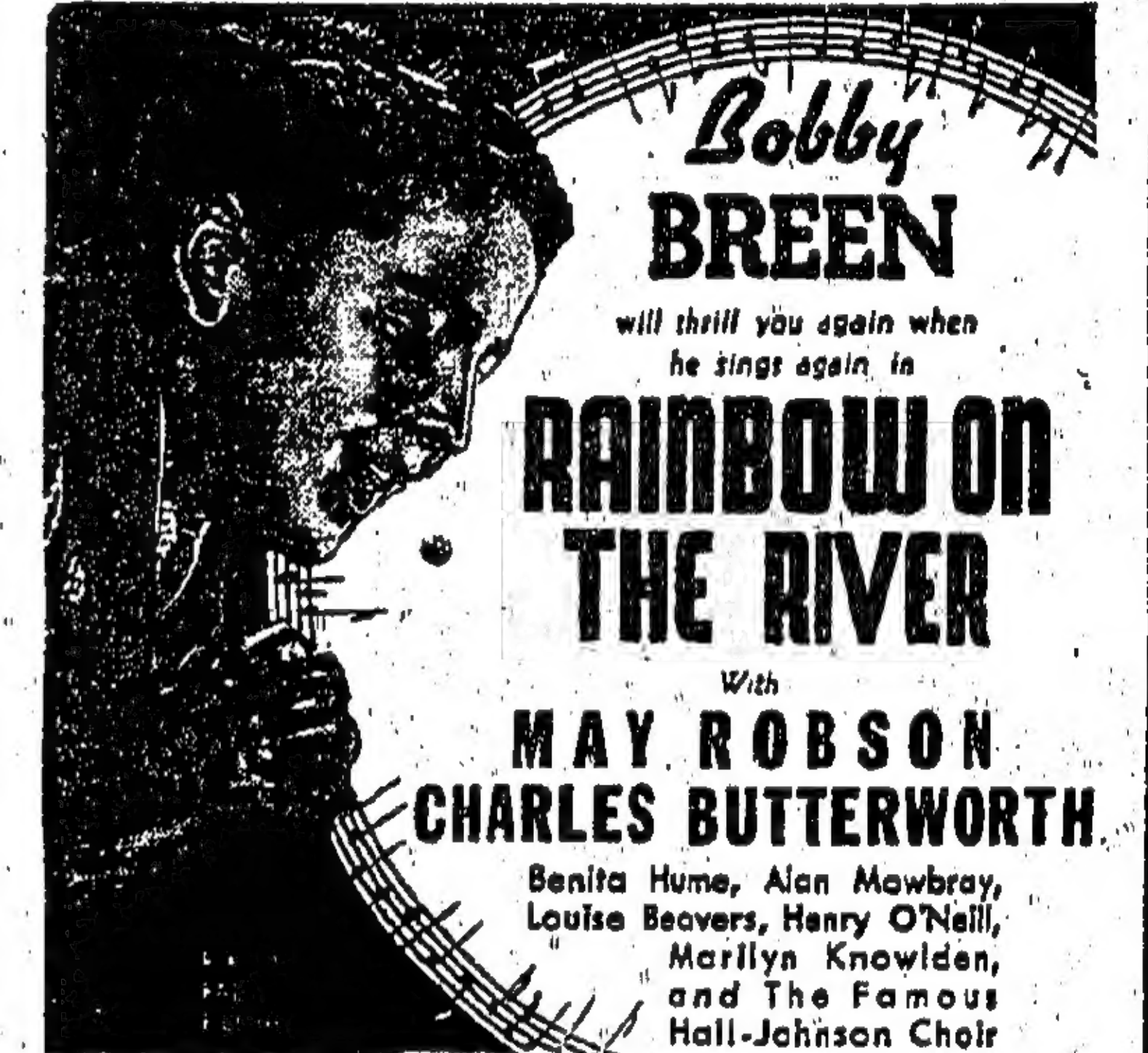
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THURSDAY
"THE MAN WHO LIVED TWICE"
WITH
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A Columbia Picture

ALHAMBRA

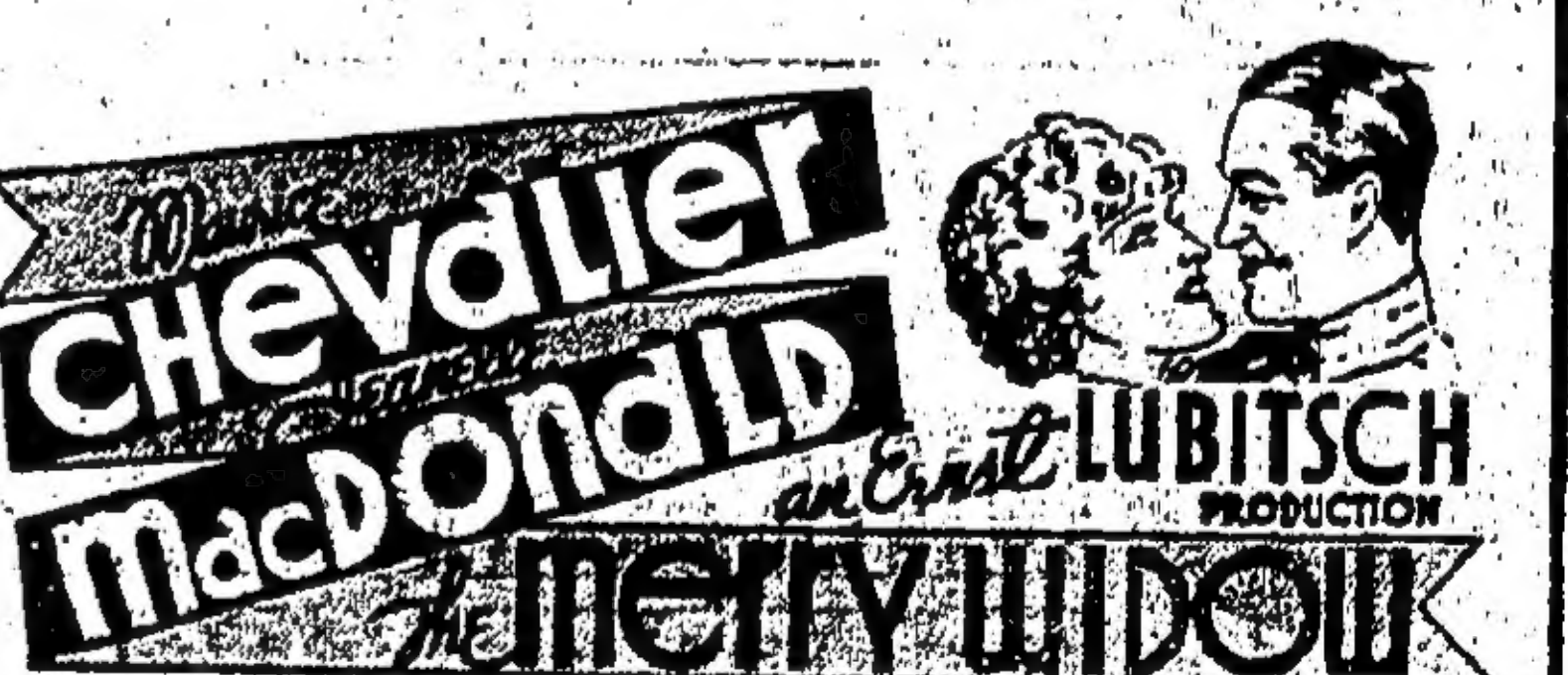
TO-DAY AND TO-MORROW



THURSDAY
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MAJESTIC

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THE MOST FAMOUS OPERETTA OF ALL TIME!



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ANOTHER "OLD FAVOURITE" THAT YOU WILL ENJOY TO SEE!
SYLVIA SIDNEY in "STREET SCENE"
A UNITED ARTISTS PICTURE

Duke's Cousin To Wed Ship's Officer

Wearing a simple brown beret and pulling her fur coat around her, a duke's cousin stood at the gangway of the Hector and sadly said good-bye to the chief engineer.

She had cut short a tour of the Far East by three months in order to be with him.

Mrs. Lilla Neilgan, daughter of Lady Alice Fitzgerald, and first cousin of the Duke of Leinster, and Mr. John Birch, a Cheshire man, fell in love as the ship sailed through the Suez Canal on her outward voyage.

In the romantic setting of the Far Eastern seas Mrs. Neilgan,

widow of Captain E. C. Neilgan, R.N., and Mr. Birch, a widower, found that they were both living lonely lives. At Penang they decided to marry, and in Japan, at Mrs. Neilgan's forty-fifth birthday party, they announced their engagement.

The happy voyage ended at Tilbury, when Mr. Birch, a tall, dark, quiet man, clasped his fiancée's hand as she went down the gangway.

"I am going to Glasgow next week to meet the Hector when she arrives there," Mrs. Neilgan told me. "I hope we shall be married very soon. We should have been married already were it not for regulations that prohibit an officer's wife sailing in the same ship."

THE FINANCE COMMITTEE

Meeting To-morrow To Approve Votes

A meeting of the Finance Committee of the Legislative Council will be held to-morrow when votes, totalling \$85,179 will be asked for, in respect of Estimates 1936, including \$10,000 for the Water Works Department, representing upkeep and repairs of water meters. There is also an item for \$7,743 under the heading of Miscellaneous Services, and it represents the expenses incurred during 1936 in respect of the Mui Tsal Commission's visit to the Colony.

Civil pensions and retiring allowances and gratuities total \$65,246.

Under Estimates 1937, a sum of \$24,152 will be asked for including \$19,000 under the heading of Special Expenditure for the Kowloon Canton-Railway for reconditioning two Class B Locomotive boilers.

URGENT APPEAL FOR \$8,000

SALVATION ARMY

Eight thousand dollars is being urgently needed by the Salvation Army in Hong Kong to carry on their social and evangelical work for the poor. This work includes the Home for Women and Girls, Kowloon, and three evangelical centres opened last November in Kowloon and Canton, where, in addition to regular gospel services, classes are held for boys and girls and sewing meetings for women.

A public appeal has been launched by the Salvation Army. It is perhaps the greatest human appeal in that it deals with distressed women and children. The organisation has been entirely dependent upon the generosity of their friends for the maintenance of their work.

In the Salvation Army's Home for Women and Girls, Kowloon, all sorts of human needs are being met. Of the 41 cases in the Rescue Section last year, only four had any knowledge of their parents. All the others had at some time in their young lives been sold.

It is hoped that this appeal for \$8,000 to carry on the work of giving assistance to the needy will not be allowed to pass without a generous response from the residents of Hong Kong. Cheques and monies will be received by the Salvation Army at No. 2 Embankment Road, Kowloon.

FREIGHT TONNAGE INCREASE

Ottawa.—Freight tonnage carried on vessels operating through the canals which link up the navigation system through the Great Lakes of Canada reached the high total of 21,467,809 tons during the navigation season of 1936. This was an increase of 3,251,820 tons over the 18,205,989 tons carried in the same period in 1935. The number of vessels passing through the canal locks increased from 25,358 in 1935 to 27,905 in 1936.

Royalty At Olympia

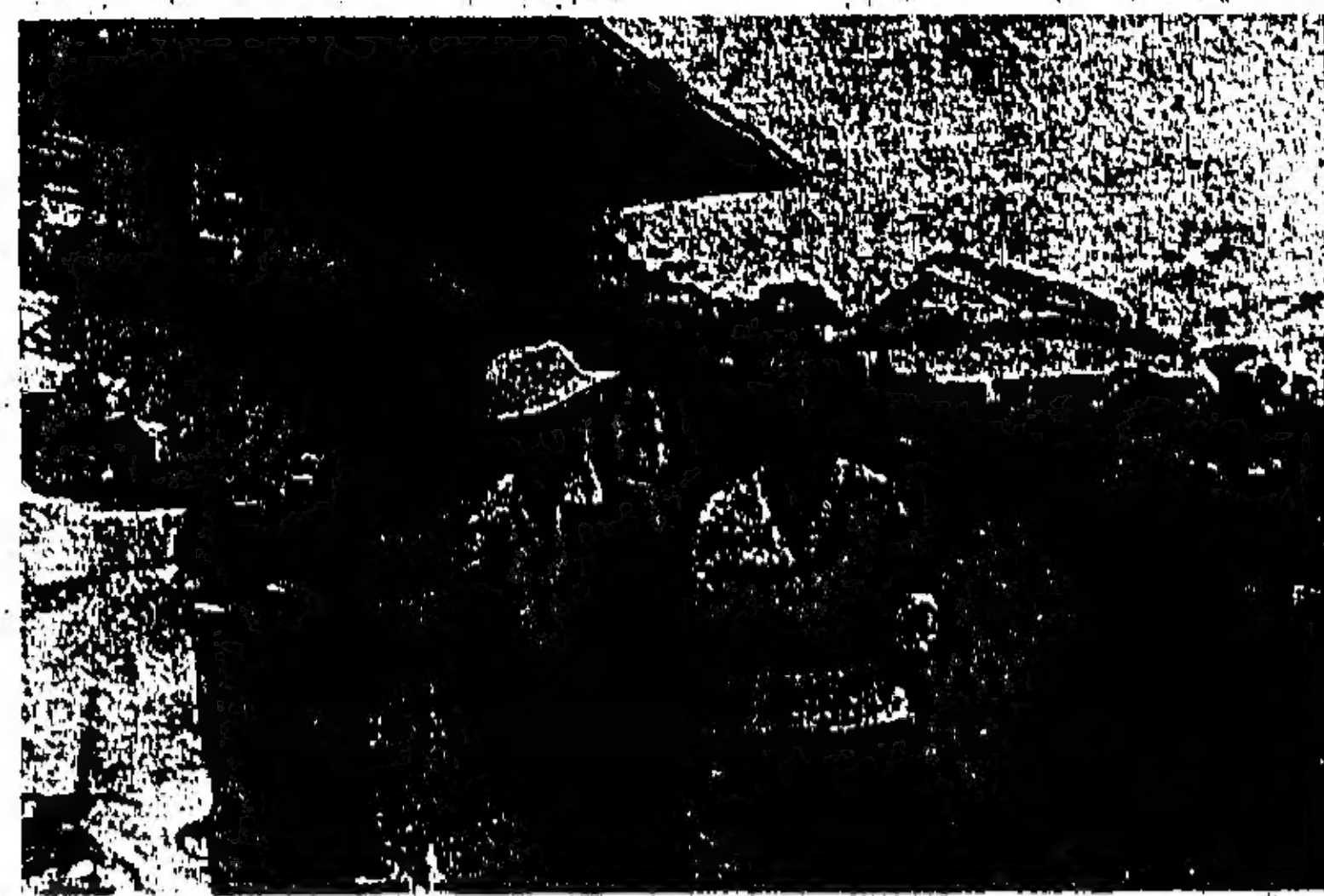
Just after photographs of the King and Queen had been taken at the British Industries Fair, the Princess Royal walked up. The King promptly drew sister into the group.

"Come on boys, take another one," he said to the cameramen. Six members of the Royal Family spent nearly three hours at Olympia.

Queen Mary and the Princess Royal were there first, and not long afterwards came a surprise visit by the Duke and Duchess of Kent.

"Because of the crowd the King had to postpone a pleasure. An exhibitor told him of a camera which took 3,000 pictures a minute.

Remarking that he was a miniature camera enthusiast, the King said: "I should very much like to see your camera."



Mrs. Middleton-Smith and Mrs. Van Der Stegen taking a stroll in-between events at the Annual Races recently.

NAVAL APPOINTMENTS

Capt. G.R.B. Back's New Post

Promoted to his present rank in December last, Capt. G. R. B. Back, who has been executive officer of H.M.S. Calio, ship of the Commodore commanding the Home Fleet Destroyers, will receive a new appointment in April. He has been selected as the first commanding officer of H.M.S. Aurora, now completing at Portsmouth Dockyard. The Aurora is a 5,200-ton cruiser of the Arethusa class, and was included in the 1934 programme.

Appointments

The Admiralty has notified the following appointments:—
Capt.—E. K. Boddam-Whetham, D.S.O., to Pembroke and as Capt. of the Dockyard, Deputy Supt. and King's Harbour Master, Chatham, May 17; C. G. Stuart, D.S.O., D.S.C., to Afrikander, in command, and as Captain-in-Charge, Simonstown, May 21; L. V. Morgan, C.B.E., M.V.O., D.S.C., to Exmouth, in command, and as Capt. (D), Fifth Destroyer Flotilla, May 25; and G. R. B. Back, to Aurora, April 1.

Surgt.-Capt.—K. H. Hole, M.B., O.B.E., to Drake, for R.N. Hospital, Plymouth, Mar. 11; and G. G. Vickery, O.B.E., M.B., to Victory, Mar. 18.
Cmdr. (E)—J. Breaks, to War-spite, Feb. 22.
Payr.-Cdr.—E. F. McNeill-Smith, to Drake, Mar. 15.
Lt.-Cdr.—A. F. Matheson, to Excellent, April 9.
Lt.—G. M. Bennett, to Signal School, Feb. 22.
Payr.-Mid.—M. Rogers, to Calio, Mar. 25.
Wt.-Engr.—S. A. Nash, to Vernon, Mar. 3.

Promotions

Lt.-Cdr. (Retd.)—K. B. Best, to rank of Cdr. (Retd.), seny, Feb. 15.
Cd.-Bosn.—S. Perkins, rank of Lt., seny Jan. 28.

Retirement

C.W.O.—A. W. Smith, with rank of Lt., Feb. 17.

Royal Naval Reserve

Lt.-Cdr.—F. R. Pope and E. Wheeler, to Osprey for course, Feb. 14.

Payr. Lt.-Cdr.—C. T. H. Baldon, placed on the Retd. List, with rank of Payr.-Cdr., Feb. 9.

Lts.—O. W. Gregorie, to Osprey, for course, Feb. 14; and D. Drake, for course, Mar. 21; and P. S. Thompson, to Wishart, Feb. 21.
Sub-Lt.—C. Hutchinson, to Halcyon, Feb. 13; G. MacClelland (prob.), to Curacao; and F. J.

THE ARMY

Scottish Command

General Sir Archibald Cameron, K.C.B., C.M.G., completes his tenure as General Officer Commanding-in-Chief at Edinburgh and retires from the post of Governor of Edinburgh Castle, and Lieutenant-General Sir Charles Grant, K.C.B., K.C.V.O., D.S.O., will take over the Scottish Command from half pay, states the "Times."

Sir Charles Grant had charge of London District in 1932-34 and vacated on promotion. He previously commanded the 53rd (Welsh) Division, T.A. He has held three brigade commands, the 1st in France, the 137th at Lichfield, and 8th at Devonport. He is the son of Lieutenant-General Sir Robert Grant, who was born in 1877 and joined the Coldstream Guards at the age of 20, becoming commanding officer of the 3rd Battalion and Brigade Major of the Guards Brigade. He was at G.H.Q. in France for a year, G.S.O.1 of the 12th Division, at Lord Byng's Third Army H.Q., at the G.H.Q. of the Allied Armies, and Chief of Staff in Egypt. He was wounded, seven times mentioned in dispatches, and promoted by brevet twice. He has been decorated nine times. In 1931 he was appointed Colonel of The K.S.L.I., and he was chairman of the Royal Tournament in 1933-34. The completion of the construction scheme in Scotland will fall within his tenure, including the provision of new artillery barracks at Redford to take the place of buildings erected in 1933. New infantry barracks at Hamilton, and improved accommodation for units of the Territorial Army.

THE ESSEX REGIMENT
The 2nd Battalion, The Essex Regiment is due at Southampton in the transport Lancashire. The unit has been a year at South Khartoum, consequent on an Indian tour, and is to be stationed at Warley, where a welcome from the county awaits the battalion. A strong party of men with time unexpired has been sent from the Sudan to Palestine and will be replaced at home by young soldiers who did not go with the 1st Battalion to Palestine.

Rand (prob.), to Winchester, Feb. 21.
Act. Sub-Lts.—K. A. Gadd, to Winchester; and A. A. Terry, to Veteran, Feb. 21; and B. R. Dean (prob.), to Iron Duke, Feb. 13.

WORLD TOURISTS

Lady G. C. Gilbert-Carter and Miss Fanny Evans, who were among the passengers on board the Dollar liner President Wilson which arrived in port yesterday morning, are on a world tour. They were in Peking nearly the whole of February, where they had been visiting friends, owing to Lady Carter's short illness, but she sufficiently recovered to be able to travel to Shanghai by plane together with Miss Evans. They made ship connection with the President Wilson at Shanghai.

JUNIOR BILLARDS CONTEST ENDS

The Junior Section of the local Billiards Championship was concluded last night at the Civil Service Cricket Club, L. V. Antonio (500) beating A. Lewis (493) by the narrow margin of seven points. It was a closely contested game with Antonio a worthy winner, but Lewis must be complimented on his fine display. Several breaks were made by both the players, the most notable being a run of 77 by Antonio and one of 34 by Lewis.

KWANGSI OFFICIALS IN COLONY

Mr. Huang Interviewed

His Excellency Mr. Huang Ho-cho, Chairman of the Kwangsi Provincial Government, returning from the Third Plenary Session in Nanking, arrived in Hong Kong yesterday morning in the Dollar liner President Wilson. He was met on his arrival by several Cantonese officials which included Col. Chang Yuen-nam (of the Kwangtung Provincial Government), Mr. Kam Chong-wah (representative of the Kwangsi Government in Canton) and Mr. Cheong Chiu-long (manager of the Hong Kong branch of the Kwangsi Bank).

Interviewed by Press representatives Mr. Huang stated that two petitions were filed by the Kwangsi Government at the Plenary Session, which included proposals regarding the trade development of the Province, as well as improvements for the Canton-Sangai, Yunnan-Tungyi and Yunnan-Lunghow loop railway lines.

Together with Mr. Huang were General Lee Chung-jen (Commander-in-Chief) and General Fah Soong-tse, of the Kwangsi Provincial Government. The party enquired for Canton at noon yesterday.

H. K. POLICE RESERVE

(Orders by the Mr. Hon. T. H. King, Inspector General of Police)

GENERAL

The Hon. Inspector General of Police will hold an inspection of the Hong Kong Police Reserve on Wednesday, March 31 at 17.30 hours.

No member may be absent from this Parade without leave from the Company Commander.

Dress: Caps with White Covers, as on ordinary parades. Officers in Charge of Units will wear black belts and swords.

Practice Parades in mufti will be held at Central Police Station on Wednesday, March 17 and 24 at 18.00 hours, and every member should attend.

INDIAN COMPANY

Leave: Constable R289 Imam Din has been granted 8 months' leave of absence from the Colony, as from February 27, 1937.

FLYING SQUAD

Promotion: Crown Sergeant R301 Chao Hing Ki has been promoted to Sub-Inspector (R), as from March 1, 1937.

EMERGENCY UNIT RESERVE
Strength: Constable R406 P. A. Waller has been permitted to resign from the Emergency Unit Reserve, as from January 28, 1937.

C. CHAMPKIN.

D.S.P. (R.).

Hong Kong, March 8, 1937.

Coronation Service

The King held a Privy Council at Buckingham Palace, at which an Order in Council was passed approving the order and form of the Coronation Service.

In order that residents of Tristan da Cunha may be able to follow the Coronation ceremonies step by step, King George's Jubilee Trust had special copies of the official Coronation programme printed in time to catch the weekend air mail to the Cape. There, by special arrangement, they will be embarked in H.M.S. Carlisle, which sails from Simonstown on February 23 to visit Tristan da Cunha. The Islanders, for whom any contact with the rest of the world is rare, will thus receive their copies of the official programme in time to be in close touch with the Coronation and with events taking place in London on Coronation Day.

A rehearsal of the proposed scheme of Coronation decorations for Bond Street is to be held outside the Building Centre.

Four banners, 30 ft. long and 5 ft. wide, will be suspended at right angles to the buildings by wire cables stretched taut across the street at intervals of approximately 30 ft. The base of each

banner will be about 12 ft. from the ground.

The banners are made from white wool bunting, and each will carry a large Plantagenet crown stencilled in either poppy red, sapphire blue, emerald green, or old gold. After dark a demonstration will be given by the General Electric Company, Limited, of two methods of floodlighting the banners.

At Wandsworth it is proposed that each of the elementary school children shall be presented with a Coronation souvenir spoon. All the schoolchildren will be invited to a tea and entertainment; 1,000 old people in each of the five Parliamentary divisions of the borough will have a midday meal and entertainment, and there will be a dinner and entertainment for the council's employees and their wives. The municipal buildings and offices will be decorated.

The council of the National Union of Welsh Societies, which met at Shrewsbury, understanding that the flag of St. George, St. Andrew, St. Patrick, and the Dominions only will be officially flown in Whitehall on Coronation Day, resolved to take steps, if necessary, to secure official recognition of the Welsh national flag.

Imperial Airways Schedule

(To the Editor, "The Hong Kong Daily Press")

Sir—Your readers may be interested to know that, as from the beginning of this month, the Egypt-England section of all our Empire services to Africa and Australia is being operated by the new "C" Class flying boats, flying between Southampton and Alexandria. The train journey previously necessary across the Continent is thereby entirely eliminated.

The time-tables for this sector are as follows:—
Eastbound Services:
The scheduled time for the Southampton-Alexandria section is 24 days—approximately 54 hours—and the days of departure from London and Southampton are Saturdays and Wednesdays.

The following is the time-table in respect of the services:—

G.M.T. L.S.T.
Waterloo Station dep.
1st day 08.30 08.30
Southampton Central
arr. 10.25 10.25
Southampton "50"
berth arr. 10.45 10.45
Southampton Water
dep. 11.30 11.30
Macon dep. 15.05 15.05
Marseilles (Marseilles)
arr. Evening
Marseilles (Marseilles)
dep. 2nd day 07.00 07.00
Bracciano (Rome) dep. 11.04 12.04
Brindisi arr. Afternoon

Brindisi dep. 3rd day 06.00 07.00

Athens dep. 09.18 11.18

Alexandria arr. Afternoon

Westbound Services:
The scheduled time for the Alexandria-Southampton section is 2 days—approximately 41 hours—and the days of departure from Alexandria are Tuesdays and Saturdays.

The following will be the time-table in respect of these services:—
G.M.T. L.S.T.
Alexandria dep. 1st
day 06.00 08.00

Athens dep. 12.01 14.01

Brindisi arr. Evening

Bracciano (Rome) dep. 06.58 09.58

Marseilles (Marseilles)
dep. 12.17 12.17

Macon dep. 14.28 14.28

Southampton Water
arr. Afternoon

Southampton Central
arr. 20.14 20.14

The call at Bracciano is for technical purposes only, and at present we are not permitted to carry traffic between London and Alexandria—2 continuing to the Far East and 2 to Africa.

It will be noted that the service leaving Hong Kong on Fridays arrives in London on the following Sunday week; instead of on the Monday week as hitherto.

M. H. QUERTE.
Imperial Airways (Far East) Limited.

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NEW ADVERTISEMENTS

HONG KONG, SWATOW AND
AMOI FREIGHT
CONFERENCE
FOREIGN & CHINESE
SHIPPERS

Notice is hereby given that as from 1st. APRIL, 1937, rates of freight from Hong Kong to Swatow and Amoi will be increased 20 per cent over current rates.

The Tariff rates on Transhipment Cargo from United Kingdom, Europe, Canada and U.S.A. will be increased by 20 per cent on and after the 1st. MAY, 1937.

Full details of revised tariff rates are obtainable on enquiry at the offices of the undersigned.

BUTTERFIELD & SWIRE.
CHINA MERCHANTS S.N.
CO., LTD.
DOUGLAS STEAMSHIP
CO., LTD.
JARDINE, MATHESON &
CO., LTD.
OSAKA SHOSHEN KAISHA.

THE HONG KONG AND
KOWLOON WHARF &
GODOWN CO., LTD.NOTICE TO
SHAREHOLDERS.

THE FIFTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on Friday the 12th March, 1937, at 11 A. M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended 31st December, 1936.

The Transfer Books of the Company will be CLOSED from Friday, the 5th March 1937, to Friday, the 12th March, 1937, both days inclusive.

By Order of the Board of Directors,
F. H. CRAPNELL,
Secretary.
Hong Kong 26th February, 1937.
[5070]

HONGKONG REALTY
AND TRUST CO., LTD.
(Incorporated under the Companies Ordinances of Hong Kong)

NOTICE is hereby given that the Ordinary Yearly Meeting of Shareholders of Hong Kong Realty and Trust Company, Limited, will be held at the Registered Office of the Company, Exchange Building (2nd Floor), Des Voeux Road Central, Hong Kong, on Wednesday, the 10th March, 1937, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1936, and re-electing two Directors and the Auditors.

By Order of the Board.
F. C. BARRY,
Secretary.
Hong Kong, 3rd February, 1937.
5008

THE HONG KONG
JOCKEY CLUB

The First Extra Race Meeting will be held (weather permitting) at HAPPY VALLEY on Saturday, 13th March, 1937, commencing at 2.00 p.m.

The First Bell will be rung at 1.30 p.m.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 8th March, 1937.

ADVERTISEMENT.

NOTICE

NOTICE is hereby given that the Power of Attorney dated the 29th day of March, 1934 given by Mr. Chau Man Chee otherwise Chau Man Chi to Mr. Mok Tat Huen to manage the Imports and Exports Department of the firm of Chau Yue Teng of China Building has by Deed dated the 6th day of March, 1937 been revoked.

Dated the 6th day of March, 1937.

GEO. K. HALL BRUTTON
& CO.,

Solicitors for the abovesigned
Chau Man Chee otherwise
Chau Man Chi.

5098

THE HONGKONG FIRE
INSURANCE CO.,
LIMITED.NOTICE TO
SHAREHOLDERS.

The Sixty-eighth Ordinary General Meeting of Shareholders will be held at the Office of the undersigned on Thursday, the 25th March, 1937, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1936.

The Share Register and Transfer Books will be closed from the 11th to the 25th March, 1937, both days inclusive.

JARDINE, MATHESON &
CO., LTD.,
General Managers,
The Hong Kong Fire Insurance
Co., Ltd.

Hong Kong, 5th March, 1937.
5092

THE HONGKONG ELECTRIC
CO., LTD.

Notice is hereby given that the Forty-eighth Ordinary Yearly Meeting will be held at the Company's Offices, P. & O. Building, on Thursday, 11th March 1937 at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December 1936 and electing Directors and Auditors.

The Register of Members of the Company will be closed from 27th February to 11th March 1937, both days inclusive, during which period no Transfer of Shares can be registered.

BY ORDER OF THE BOARD
OF DIRECTORS,
GIBB, LIVINGSTON
& CO., LTD.,
Agents.

Hong Kong, 18th February, 1937.
[5053]

HONG KONG & WHAMPOA
DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders will be held in the Office of the Company 2, Queen's Building, Hong Kong, on Monday, 22nd March, 1937, at Noon for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1936.

The Share Register and Transfer Books will be closed from 12th to 22nd March, 1937, both days inclusive.

By Order of the Board of Directors,
E. COCK,
Chief Manager.
Hong Kong, 1st March, 1937.
5079

Editorial and Business Office:
15-19, Queen's Road Central
Tel. 30251.

Night Editor (Wanchai Office):
Tel. 24511.
London Office: 53, Fleet Street
E.C. 4.

The Daily Press.

HONG KONG, MARCH 9, 1937.

GERMANY AND
COLONIES

Germany's demand for the return of her colonies is now definitely tabled in the European diplomatic debate.

The report of a forthcoming German memorandum on the subject, to be addressed to Britain, the Dominions, France, Belgium, and Japan, expects this document to set forth economic arguments as already clearly indicated in various inspired articles in the German press and from German news-agencies.

At the Nazi Congress in Nuremberg last September, Herr Hitler insisted that the economic recovery of Germany depended upon re-possession of overseas territories, though General Goering followed with the more arrogant assertion that the colonies were "stolen" from Germany at Versailles.

The general opinion of British Press correspondents in Germany, in interpreting this new statement of claim, was that, for the present, specific demands need not be expected, because Hitler would not court a refusal he would be unable to challenge. But this interpretation by no means dismisses the prospect of a new problem. To-day the diplomatic turning of a veiled demand may suffice, but what of to-morrow, or the day after to-morrow?

The replies by British Ministers and Press to the Nuremberg speech were plain enough; it was that concessions in the cause of peace and of the economic recovery of the German people are impossible to a Germany in her present aggressive mood, making the pace in a new and ruinous armaments race.

To a Germany exhibiting goodwill and readiness to co-operate with all her neighbours in a peaceful settlement, many concessions might be devised; but surrender to demands couched in the language of violence could be no concession whatever to peace.

In his Reichstag speech recently Herr Hitler mostly ignored this reply. He repeated that the demand by Germany for her colonies would be "eternal" and he sought to justify it by quite specious arguments. "The Round Table" discussing the Nuremberg speech on this point, emphasises the ruling distrust of German policy, suggests that the demand for return of the colonies is a political move to cause dissension in Europe and in the Empire, and asserts that "nothing is to be gained by vagueness or delay in explaining to the German Government that the agitation is, and will remain, fruitless."

Mailed fist diplomacy, it says with truth, becomes but the easier if the victims are inclined to draw back the frontier of concessions at which they will fight rather than give way.

There is no vestige of evidence that any concession to Germany in her present truculent temper would be anything but a signal to Hitler to ask for more. But there is no need to keep the argument to this inadequate ground. Germany elected for the sword in 1914 and lost the gamble. She had all her plans for "stealing" (General Goer-

DESTROYERS
COLLIDEPortsmouth Ships In
Mishap Off Malta

Three Portsmouth-manned destroyers, the Active, Antelope and the Worcester, were involved in a collision off Hurd Bank, Malta, states the "Evening News."

The Admiralty has issued this statement: "While carrying out exercises off Malta, H.M.S. Active's steering gear jammed, and she was in collision with H.M.S. Worcester. Both these ships were damaged, and H.M.S. Antelope was also involved and received slight damage.

"All the ships are returning to Malta under their own steam."

OF THE 3rd FLOTILLA

All three ships belong to the 3rd Destroyer Flotilla, Mediterranean Fleet, and come under the command of Captain (Destroyers) G. J. A. Miles, in the Codrington.

The Active and the Antelope are 1,350-ton ships of the Acasta class, and were completed in 1930. Commander R. St. A. Malletson commands the Active, and the Antelope is commanded by Lieut.-Commander H. R. Graham.

The Worcester, which was completed in 1922, displaces 1,120 tons. She was built under the war emergency programme, and is commanded by Lieut.-Commander W. R. Marshall A.Dear.

RIFLEMAN ALLEN'S
DISCOVERY

Yesterday afternoon, Rifleman Allen, of the Royal Ulster Rifles, discovered the body of a Chinese man lying on the hillside at Customs Pass, near Lion Rock, Kowloon City, and reported to the police.

Officers of the Criminal Investigation Department proceeded to the scene to investigate the case. The body, according to a police report, was apparently decomposed.

ing's word) her enemies' territories if she had won.

The Dominions won their right to control the territories which they finally accepted under mandate, by virtue of the heavy losses in men and resources that the German assault on the Empire exacted from them. At the Peace Conference, Mr. Hughes for Australia stood out for annexation of New Guinea. The opposition which forced upon him the "C" mandate provoked his famous clash with President Wilson. But he finally accepted the mandate on the assurance of those who drafted its terms that "it was the equivalent of a 999 years' lease as compared with a freehold."

Who can give that assurance now? The South African Government has, so far alone among the Dominions, spoken out plainly, and said that it will certainly not surrender the South-West, and would regard the return of Germany to Tanganyika also as a menace to the Union. The Australian Government has so far remained silent, believing, we understand, that no German claims stretch so far as New Guinea. The belief can no longer be regarded as sound.

The coming Imperial Conference, or discussions outside it, should provide opportunities to convey that in no circumstances will Australia consider the surrender of the mandate in New Guinea to Germany, especially to a Germany which has made a treaty with Japan of which the full terms are not disclosed. Germany has possibly done the Empire a service by raising this question, because the recent official disposition in Australia, for instance, towards "cocking a snook" at the Mother Country in assertion of some local right to deny, when it suits a Dominion, the principle of Imperial co-operation—may now become more subdued.

TELEVISION
SERVICESuitability Of Ultra-
Short Waves

The broadcasts from the B.B.C. Television Station at the Alexandra Palace are daily illustrating the suitability of ultra-short waves as a medium for the transmission not only of high-definition pictures but also of speech and music of realistic quality. Many viewers have remarked on the faithful reproduction of the sound broadcasts accompanying the vision transmissions, and the question is now being asked whether the B.B.C. could not extend the use of this type of transmission for the special benefit of the music-lover and apply it in cases where an accompanying vision service is not necessarily required.

In reply it can be stated that the B.B.C. is, and has been for some considerable time, alive to the advantages of the ultra-short wave band for conveying readily a wide range of musical frequencies and harmonics. It may be remembered that two or three years ago the B.B.C. engineers experimented with an ultra-short wave sender the aerial of which was installed on the roof of Broadcasting House. This station worked on six metres wavelength. The work carried out was merely exploratory, and consisted in field strength measurements using continuous waves, with now and again a radiation of the National programme. The power of this station was only 1 kilowatt, which made it difficult to predict the kind of service to be expected in urban territory if the power were increased. Fortunately the new television station, with its 3-kilowatt sound transmitter, is now automatically answering many important technical questions relating to the extent of service areas. Further experiments on the subject are being conducted by B.B.C. engineers, but no plans for any immediate developments of a public service on these lines have yet been made.

It should be added that a large-scale extension of the ultra-short wave broadcasting of sound would certainly be complicated by at least two factors. In the first place, the B.B.C. is not the only user of the ether in this band of wavelengths, for some of the other national services have already vested interests there. Also there is still the difficult problem of electrical interference from the ignition systems of motor-cars to be solved. If such systems are not fitted with suppression devices they act, in operation, like ultra-short wave spark transmitters, causing very unpleasant noise in neighbouring receivers. It thus hardly seems likely that a really satisfactory extension of ultra-short wave broadcasting could take place until the suppression of electrical ignition noise had been made compulsory by legislation.

CHINESE DISCUSS
PROGRAMME

Coronation Arrangements

The third meeting of the Chinese Coronation Committee was held in the Chinese Chamber of Commerce at 2.30 p.m. yesterday, and was attended by over twenty representatives of the different guilds and commercial associations of the Colony, for the purpose of discussing matters connected with the day procession and also the night procession.

It is understood that the Government will contribute \$6,000 towards the illuminated night procession on May 13 and 14. On the first day of the Coronation celebrations, the grand dragon procession will pass Government House at 2 p.m. as planned.

Besides numerous decorated and illuminated "pal-lous" of wonderful creation, there will be monster gold and silver dragons, fighting lions and countless historical tableaux in gorgeous colours and artistic designs.—Chinese Evening Press.

INDIAN FRONTIER
UNREST

New Delhi, Mar. 8. The Foreign Secretary of the Indian Government declared that there is considerable unrest in the Waziri district on the Northwest frontier and the Government is considering, in consultation with the local authorities, what action should be taken to stop the subversive activities which are carried on by the tribesmen.—Reuter's Bulletin Service.

HOME RACE BETTING

Lincolnshire Handicap And
Grand National

London, March 8.

The following are to-day's call-over prices for the Lincolnshire Handicap (March 17) and the Grand National (March 19) as cabled by Reuter:

LINCOLNSHIRE

100/7 Montesano t. and o.
15/1 Takemy o. 100/6 t.
100/6 Laureat t. and o.
100/6 Nipaway t. and o.
18/1 Edgell t. and o.
20/1 Voltus t. and o.
20/1 Scotch Trout t. and o.
20/1 Judo o. 22/1 t.
28/1 Lost Scent t. and o.
33/1 Pricket t. and o.

GRAND NATIONAL

12/1 Ready Cash t. and o.
100/8 Royal Mail o. 100/7 t.
100/8 Golden Miller o. 13/1 t.
100/7 Delachance t. and o.
100/7 Didoric o. 15/1 t.
15/1 Puckabell o. 100/8 t.
20/1 Ego o.
22/1 Spionaud o. 25/1 t.
28/1 Misdemeanour t. and o.
28/1 Fencralk o. 33/1 t.
50/1 What Have You? t. and o.

F.A. CUP
SEMI-FINALS

London, Mar. 8. In the semi-finals of the F.A. Cup to be played on April 10, Wolverhampton or Sunderland will meet Millwall, while West Bromwich Albion will play Preston North End at the Arsenal.

If Wolverhampton win the replay, the semi-final will be played at Liverpool; if Sunderland win, the meeting will take place at Huddersfield.—Reuter.

SCOTTISH RUGGER
TEAM

London, Mar. 8. The following have been selected to play for Scotland in the rugger match against England on March 20:—Marshall (Edinburgh Acad.), Johnson, Dick, Macrae R. Shaw, Ross, Logan, Henderson, Gray, Inglis, Horburgh, Melville, Young, Waters, G. Shaw.—Reuter.

WALTER HAGEN
BEATEN

Wellington, Mar. 8. A.J. Shaw, golf champion of New Zealand, beat Walter Hagen by one hole in a 250 contest here to-day.—Reuter's Bulletin Service.

LIU LU YING'S
TRIAL

Hankow, Mar. 8. Liu Lu-ying, charged with complicity in two political murders, will be tried in the Hupeh District Court instead of the High Court, as his case is regarded as an ordinary one, but no date has yet been fixed for the hearing.—Reuter.

FAROUK THANKS
SWITZERLAND

Basel, Mar. 7. King Farouk I of Egypt telegraphed to the Swiss Federal President, Dr. Giuseppe Motta, thanking him for the cordial reception given him and his countrymen in Switzerland. Dr. Motta answered that the Swiss people were much gratified that the King and his entourage had felt much at home in Switzerland.—Transocean News Service.

SHANGHAI TRAM
STRIKE OVER

Shanghai, Mar. 8. Seven hundred tramway repairmen returned to work this morning following the example of the motor-men and conductors yesterday.

The decision to resume work was taken on the advice of the Chinese authorities.—Reuter.

HEALTH RETURNS

One case of small-pox, two of diphtheria, two of enteric fever and two of cerebro-spinal fever were reported to the Health Authorities for the 24 hours ended on Sunday.



Mr. and Mrs. Dan O'Kieffe caught by our camera at the Race Course.

ARTILLERY DUELS AND AIR COMBATS

Improved Weather Helps Fighting

Insurgents Bomb Valencia

LONDON, MARCH 8.
FIGHTING IN THE SPANISH CIVIL WAR IS MORE SEVERE WITH THE RETURN OF Milder weather. THE GOVERNMENT CLAIMED TO HAVE BLOWN UP A BRIDGE OVER THE RIVER LEADING INTO UNIVERSITY CITY.

In Southeast Madrid, artillery duels and air combats continue, while on the Oviedo front the Government forces assert that they are penetrating further into the city.

The Government of Valencia has ordered all young men to be signed up for military service within forty eight hours. Those failing to enlist will be regarded as deserters.

Valencia was bombed by insurgent planes yesterday.—
Reuter's Bulletin Service.

FOOD SHORTAGE

Paris, March 8.
No bread whatever has been on sale in Barcelona since Saturday. Is the news received here through the broadcasting service. The available bread supplies have been sent to Madrid where the scarcity of food is growing acute every day.—
Transoceanic News Service.

REARMAMENT IN BRITAIN

Labour Party Decline Support

London, Mar. 7.
Speaking in Cambridge to-day, the leader of the Parliamentary Labour Party, Major Attlee, declared that the Labour Party had no intention whatsoever of supporting the Government in rearmament. He said that he wished to make this clear, since it had been frequently said that the Labour Party was behind the Government. Major Attlee went so far as to declare that the Labour Party was a severe blow to Mr. Stanley Baldwin, Mr. Winston Churchill and the "Press Lords." Beaverbrook and Rothemann.

Major Attlee even declared that the Labour Party would one day lead the British Labour Party in Parliament, saying that a man who showed himself so eminently capable of yielding to the destinies of the greatest city in the world, was equal, when the necessity arose, of also ruling the destinies of a great country.—
Transoceanic News Service.

GREAT PHYSICIAN HONOURED

Vienna, March 7.
The 80th birthday of the great physician and Nobel Prize winner, Prof. Dr. Julius Wagner-Juregg was celebrated here with great cordiality by the University.

Colleagues and admirers came from all parts of Europe to pay homage to this great pioneer whose achievements in medical science have made his name ring the world over.

President Miklas of Austria sent a letter of congratulation to-day in the Austrian people's name.

Wagner-Juregg's greatest triumph was the discovery of a means of healing progressive paralysis by inoculating the patient with malaria germs.—
Transoceanic News Service.

EGYPTIAN ORDER TO GERMANY

Cairo, March 8.
The Egyptian Government has placed an order with the German firm of Krupp and Julius Berger to construct a bridge over the Nile at Samsoud. The value of the order is 150,000 Egyptian pounds.—
Transoceanic News Service.

CHEVROLET PLANT CLOSED.

Flint, Mich., Mar. 8.
Three divisions of the Chevrolet plant here were closed by strikers this morning.

The workers left peacefully pending settlement of their differences between the Company and the United Automobile Workers' Union.—
Reuter.

BELLIGERENT SHIPS CLASH

Merchant Vessel Captured

Paris, Mar. 7.
In a sea battle off the coast of Gascony, in the South of France, the Spanish Nationalist cruiser, "Canarias," and the torpedo boat "Velasco" engaged three red warships, "Jose Luis Diaz," "Tremolana," and "Navarra," when two of the latter were completely destroyed.

The torpedo boat "Jose Luis Diaz" was seriously damaged and obliged to seek refuge in French waters. The nationalist cruiser "Canarias" was later able to seize the red mercantile steamer "Galdanes" off Bilbao and compel her to enter the Nationalist harbour, Pasajes. Among the passengers were several Marxist City Councilors of Irun who had fled to Bilbao when the Nationalists took Irun, as well as Deputy Carrasco Formiguera who is representative of the Barcelona Reds among the Basque separatists.—
Transoceanic News Service.

ANOTHER REPORT

Hendaye, Mar. 7.
The Galdanes was escorted by a Government destroyer, armed trawlers and merchantmen when she was attacked and taken by two insurgent cruisers. It is revealed to-day.

The Government destroyer was severely damaged and made her way, limping, to Bordeaux. One of the trawlers was sunk and another arrived at Arcachon, near Bordeaux badly hit.

The prisoners taken by the insurgent warships include Senor Formiguera, Minister in the Catalan Government.—
Reuter.

FULLER DETAILS

Bayonne, Mar. 7.
Details of the seizure of the Spanish Government steamer Galdanes, with a number of militiamen, at least one prominent official and valuable war supplies aboard, show that two insurgent cruisers were involved in a sharp action which terminated with the merchantman's surrender. One of the ships of her convoy was sunk and the rest were dispersed, damaged.

The cruisers Almirante Cervera and Caparras engaged the armoured vessels on the Galdanes' convoy, all of which belonged to the Basque Government, off Bilbao. When the convoy was scattered, a prize crew took over the somewhat battered Galdanes, a 3,000-ton ship, carrying 140 passengers and troops, including a number of women and children.

The cruisers conducted the Galdanes to port at Pasajes, where the dead and wounded aboard the ship were landed. The casualties include two women and three children.

Meanwhile, it was discovered that as well as a large cargo of war supplies, the ship carried four tons of nickel coins for the Basque Government.—
Reuter.

BRITISH SHIP STOPPED

Gibraltar, Mar. 8.
The British steamer Spring Wear, on her way to Spanish ports, was stopped in the Straits of Gibraltar yesterday by an insurgent trawler and ordered to proceed to Ceuta.

Her master, however, refused to comply with the order and steamed at full speed for Gibraltar. He is sheltering here now.

It is reported that scarcely a day passes without insurgent warships detaining a foreign vessel. The majority of these are Danish and Norwegian. They are taken to Ceuta where they are compelled to discharge their cargoes and then released.

Moorish reinforcements for General Francisco Franco's armies continue to arrive at Algeciras from Ceuta twice daily.

It is believed the troops are destined for the Malaga front, where, according to well-informed insurgent quarters, General Franco has not yet concentrated sufficient forces for an attack on Almeria, which is reported to have been heavily reinforced by the Government.—
Reuter.

RETIRED OFFICER'S DEATH

London, Mar. 7.
Major-General Sir Ronald Berram Lane, K.C.B., K.C.V.O., C.B., of Litchfield, retired on pension in 1909, died to-day.—
Reuter.

RAW MATERIALS CONFERENCE

Germany And Italy Keep Away

Geneva, March 8.
Experts of sixteen nations are meeting here to-day to discuss the question of raw materials in the world.

Led by Britain subsequent to Sir Samuel Hoare's speech in 1935 regarding the disposition of raw materials, the conference will discuss the question from all angles, both political and economic.

Germany and Italy have boycotted the conference but Japan has sent a representative.—
Reuter's Bulletin Service.

LEITH-ROSS ATTENDS

Geneva, March 8.
The well-known Swiss economist Stucki has been elected President of the Raw Materials Committee.

Sir Frederick Leith-Ross presents the British case this afternoon, after which the representatives of the countries with needs, like Japan and Poland will follow.

The present session will probably only last a few days. Certain delegates will then study the various aspects and submit reports to the second session about three months hence.—
Reuter.

FRENCH DEFENCE LOAN

Paris, March 7.
The French Government decided to accelerate the passage through the Chamber of the Laws, authorising the Defence Loan. It is expected that the bill will pass the Chamber on Tuesday and go to the Senate the same day. If passed there without hitch the loan issue would begin on Wednesday.—
Transoceanic News Service.

LEBRUN'S APPEAL

Paris, Mar. 7.
M. Paul Lebrun, the French President, to-day appealed to the country, over a nation-wide radio network, to support the proposed Defence Loan, whose issue has been postponed until early next week.—
Reuter.

VETERAN SOLDIER PASSES

Paris, March 7.
A veteran soldier, believed to have been the last of those Papal troops that defended Rome valiantly but unsuccessfully in 1870 against the march of the Italian Nationalist troops, Colonel Count Louis de Couteau, died at Nancy to-day aged 102.

Couteau was in 1870 commander of the Swiss Guard at the Vatican which after a short siege, surrendered. Couteau then took refuge in France and spent the greater part of the remaining 67 years in Nancy.—
Transoceanic News Service.

CHINESE RENT DECISIONS

Commons Question

London, March 8.
In the House of Commons, Mr. A. C. Moreland raised the matter of Chinese rent decisions and asked what action was proposed to prevent the serious damage to British commercial interests in Shanghai owing to the absence of effective means of recovering rents from defaulting Chinese tenants.

Lord Cranborne replied that the Ambassador has been requested to report.—
Reuter.

Duke Of Windsor's Message To 'Old Comrades'

The Duke of Windsor has sent a personal message "to all my old comrades" of the British Legion.

Writing from Schloss Enzesfeld to Sir Frederick Maurice, President of the British Legion, the Duke expressed his deep appreciation of their devotion and support in the past and "their kind thoughts of me just now." He assured the Legion members that any service he might have rendered them as their Patron had been his privilege. To be of some service to them again was his sincere hope.

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DECREE NISI AGAINST BIGAMIST

Woman From Spain As Co-Respondent

A decree nisi with costs was granted at Leicester Assizes against John Ainsworth Christian, who was sentenced at the Old Bailey last week to 20 months' hard labour for bigamy.

The petitioner was Majorie Yvonne Elliott, and Christian's name was given as John Barry Elliott.

The wife's case was that they were married at Hornsea Parish Church on October 1, 1932, and after a week at a London hotel went to Barcelona. There they met the co-respondent, Señora Rosita Rivero. The marriage was unhappy and there were frequent quarrels.

Subsequently she found that her husband had brought Señora Rivero from Spain to Leicester.

DIVORCE FOR THE HON. MRS. E. WARD

The Hon. Mrs. Elizabeth Ward, née Balfour, of Walton-place, Chelsea, was granted a decree nisi, with costs, by the President, Sir Boyd Merriman, in the Divorce Court on the ground of the adultery of the Hon. E. H. Ward with a Miss Mabel Middleton. The suit was not defended.

The marriage took place in April, 1933. Mrs. Ward's case was that her married life was happy for about six months, and then she and her husband went to China.

She had a breakdown in health and came to England, and when she rejoined her husband in China, in October, 1935, he told her he was in love with Miss Middleton.

EGYPTIAN REARMAMENT

Cairo, Mar. 8.
The Cabinet has authorised the expenditure of £1,100,000 for war materials including aeroplanes.—
Reuter's Bulletin Service.

New training college for physical training inspectors and leaders. He promised London that there would be a steady development in all essential services, coupled with a financial control which would not impose unreasonable burdens on the ratepayers.

SCOTTISH AIR DISASTER

Hillside Memorial Unveiled

A memorial service was held recently on Darnaw Fell, near Newton Stewart, Wigtownshire, for the four men who lost their lives when the "Daily Express" Dragonfly aeroplane crashed on February 2, states the "Times."

Several hundred people from all parts of the country made the ascent of the hill, 1,600ft. high, climbing over bogland and snow-covered heather to the spot where the aeroplane fell and where the memorial has been erected. The large gathering included representatives of nearly all the leading newspapers and many public men.

The memorial, which takes the form of a cairn, is of boulders hewn from the hillside, and has on it a tablet of silver-grey Creelown granite bearing the inscription: "In memory. Here fell four brave men—Harold Pemberton, Reginald Wesley, Leslie Jackson, and Archibald Philpott. 2 Feb. 1937."

Workmen from Newton Stewart have faced severe weather in the erection of the memorial. Twice they were driven from the hillside by snowstorms in the teeth of a gale, and in bitter winds and hail showers they have stood knee-deep in snow to quarry stones beside the burn-out hulk of the aeroplane. The memorial stands on the rock which the machine struck.

The simple service of remembrance was conducted by the Rev. D. R. Mitchell, minister of Penninghame Parish Church, Newton Stewart, assisted by Canon Brannford, rector of All Saints, Newton Stewart. In his address Mr. Mitchell paid tribute to the memory of "four intrepid and venturesome spirits," eager to contribute something to further the cause of civilisation.

The service closed with the lament "The Flowers of the Forest," played by Pipe-major Marr. As the last notes died away in surrounding hills an aeroplane from the Carlisle Flying Club swooped down over the memorial in salute. The memorial was unveiled by Lord Galloway, Lord Lieutenant of Kirkcubrightshire.

WHY WAS DECLARATION DELAYED?

Indian R.C. Lose Fine Opportunity

"PLAY SAFE" METHODS END IN DRAW

(BY L. E. W.)

I.R.C. 203 for 5 dec. H.K.C.C. 88 for 5—That, in a nutshell, tells the tale of the "needle" First Division cricket match on the Hong Kong Cricket Club ground on Saturday when the Indians missed a glorious opportunity to carry off the season's honours through a stubborn refusal to declare early enough to try and force a win.

As a result of this, the Indians must now win their game against the Kowloon Cricket Club on Saturday in order to be assured of the championship and I feel that they will find the Kowloonites a much harder proposition than they did the H.K.C.C.

Of course there are some followers of the game who will argue that provided the H.K.C.C. are held to a draw by the Craigiepower Cricket Club, the I.R.C. can afford to lose to the K.C.C. and still be champions, but, with due respect, if the Indians could not force home such a glorious advantage as that presented to them on Saturday, how can they expect another Club to win the League for them?

Much opinion has been expressed about Saturday's game, there being one school of opinion who hold that the I.R.C. skipper was justified in delaying the declaration, while the other that he made an unforgivable mistake in not applying the closure when the score stood at 170 runs.

I was present at the match and followed every ball bowled with considerable interest, and I formed the opinion at the time that the delayed declaration was fatal. It is hard to imagine that any other team would have gone beyond the 170 mark, even bearing in mind the fact that the Club are a strong batting team. As a fielding team the Indians are second to none, and on Saturday Rumjahn had at least seven bowlers he could call on. And he also knew that Owen-Hughes, one of the most dangerous Club bats, would not be able to show his best form after his injury.

RUMJAHN WINS TOSS

Rumjahn won the toss and elected to bat, a move that was quite justified, taking into consideration the fact that the wicket was liable to break up. S.A. Ismail and Y. el Arculli were sent out to open the innings and while the former was giving the full face of his bat to the ball, the latter looked like getting out, via the l.b.w. route, any minute, so prone was he to step in front of the straight ones. As it turned out he did not stop very long, Holden running him out with a very smart return. The first hour produced 40 runs but when A.R. Abbas had got his eye in, he scored freely and the score went up more rapidly.

S.A. Ismail's innings came to an end when he nicked one from Owen-Hughes to be caught behind the sticks by Hayward. It was a really good innings in that he helped in no small measure to wear down the bowling.

A.H. Madar shaped confidently and together with A.R. Abbas he brought the score up steadily. The latter brought off some very nice shots—a turn to the leg anything that was short of a length bringing him many runs. He was unlucky to step in front of a straight one from Bowker.

MINU'S FIREWORKS

When A.R. Minu went out to bat, things began to happen. He hit with delightful freedom, scoring two sixes and eight boundaries in his 58. I was very surprised that an experienced cricketer like Madar did not give Minu more of the bowling. For a few overs he nursed the bowling to take a single off the last ball with Minu waiting at the other end, and at a stage when a quick 20 might have persuaded the I.R.C. skipper to declare earlier.

The H.K.C.C. suffered a severe set-back when Owen-Hughes was struck in the chin by a powerful return drive from A.H. Madar. The rain must have got into his glasses and thus caused him to lose sight of the ball, for he appeared to have shaped for a catch when he was hit. He retired and took no further part in the game.

After Minu was out, at 4.25 p.m. I expected Rumjahn to declare but again he deferred this step and sent out F.M. el Arculli who hit at everything and after he had made 10 he gave an easy catch to Marshall at first slip. The closure was applied then—in my opinion half-an-hour too late.

THE CLUB BAT

The Club started their innings at 4.45 p.m. with T.E. Pearce and H. Baines. The former was very confident and started by trying to hit Minu off his length. After the left-hander had completed his over, I expected the I.R.C. skipper to give the ball to either A.H. Madar or Arthur Rumjahn, in an endeavour to tempt the Club bats for M. el Arculli. Abbas bowled and M. el Arculli was given the ball. Neither bowler appeared dangerous and after 30 had been signalled Minu was relieved by K. Nazarin and A.R. Abbas went on for M. el Arculli. Abbas bowled quite well but Nazarin was short. Nothing happened till Pearce mistimed one from Abbas and was caught by Madar in the slips. F.T. Marshall came in and after a few minutes was bowled by F.M. el Arculli who, in the meantime, had come on for Abbas.

Madar relieved Nazarin and soon met with success when Duckitt tried to force him, and was caught by Abbas at deep mid-off. Baines was next to go, being l.b.w. to Madar.

K.D. Gillespie was very restrained for a start but he hit Arthur Rumjahn to the Hong Kong Bank for a six only to be bowled the very next ball. R.L. Holden and A.W. Hayward played out time, the latter making no attempt to play anything that was off the wicket.

The Indians thus missed a glorious opportunity and the destination of the shield will rest with the result of their match against the K.C.C. at King's Park this Saturday when a good struggle is promised, but of that, more anon.

YACHTING

Ladies' Race Results

The following were the results of the 8th Ladies' 2nd Series, of races held by the R.H.K.Y.C. yesterday over a distance of 8.7 miles, the course being Channel Rock Mark (S), Quarry Bay Mark (S), Holt's Wharf Mark (S), Channel Rock Mark (S), Club Line Mark—

"A" Class—Started 14.45	Finished Pos.
Lobo, A2	16.35.40 5
(Mrs. E. R. Edwards)	
Artemis, A4	16.38.51 7
(Mrs. G. H. Sheldon)	
Eve, A5	16.37.11 6
(Mrs. Hopkinson)	
Isobel, A7	16.31.47 2
(Mrs. M. Ellerby)	
Joss, A8	16.42.47 8
(Mrs. Ackroyd-Hunt)	
Gull, A9	16.30.46 1
(Mrs. L. Stanton)	
True Blue, A11	16.32.10 3
(Mrs. G. D. Adams)	
Kittiwake, A12	16.35.32 4
(Miss P. M. King)	
"Mixed" Classes—Started 14.55	Finished Corr. Pos.
Diana, H1	16.34.30 16.34.30 4
(Miss M. Whitham)	
Dorothea, H9	16.36.12 16.31.07 2
(Mrs. D. Reid)	
Heron, Y3	16.51.27 16.34.46 5
(Mrs. L. Bader)	
Widgeon, Y5	16.46.43 16.30.02 1
(Miss H. Grayhall-Wilson)	
Zephyr, Y8	16.52.37 16.34.29 3
(Mrs. E. Sharp)	
Tonnette, G2	17.01.06 16.38.37 4
(Mrs. V. Allen)	
Owl, G11	17.00.44 16.38.05 6
(Mrs. M. D. D'Arcy-Evans)	

FANLING GOLF

Competition Results

The following are the results in the different competitions played at Fanling over the week-end—
CAPTAIN'S CUP MATCH QUALIFYING COMPETITIONS

Old Course
A. D. Humphreys 81-12-69
qualifies.
Other Scores:
R. L. S. Webb 84-14-70.
A. Sommerfelt 82-10-72.
R. Young 79-6-73.
W. J. Key 83-9-74.
N. K. Littlejohn 86-12-74.
New Course
T. E. Pearce 88-12-68 qualifies.

KOWLOON GOLF CLUB

The second round results of the "Hong Foursome" played at the Kowloon Golf Club over the week-end were—

Kowloon Docks (J. McKelvie and J. R. Leitch) defeated Kowloon Godown (W. Groves and C. E. Terry) 5/4.
Hong Kong & Shanghai Hotels (F. C. Barry and E. O. Murphy) defeated Hong Kong Police (F. E. Booker and W. Shafrain) 5/3.

Dairy Farm Co. (J. D. Thomson and T. D. Paton) defeated H.K. Government (R. K. Collins and W. C. Simpson) 3/2.
Wilkinson Haywood & Clarke (E. W. Loveless and A. Read) defeated Davis Boag & Co. (W. A. Stewart and A. H. Brown) 3/1.

THE COUNTRY CLUB

CAPTAIN'S CUP

A. J. Kew beat C. E. Roza Pereira 2/1.
H. Kew beat A. E. H. Castro 4/3.
A. W. da Roza w.o. A. G. Sufiad.
S. D. Fong beat S. J. Fong 6/4.
W. G. Williams beat F. J. Remedios 7/5.
B. Basto beat J. J. Basto 1 up.
B. Alves beat C. Kew 2/1.

LADIES' CUP
Miss Basto beat Mrs. da Roza 4/2.
Miss Abiong beat Miss Williams 1 up.
Mrs. Kew beat Mrs. Basto 4/2.
Mrs. D'Almeida beat Mrs. Castro 7/5.

R.E. IN THE LEAD

Two-Day Cricket Match

The R.E. hold a lead of 38 runs over the R.A. at the end of the first day's play in their two-day cricket match which started at the K.C.C. yesterday and which is to be continued to-day at 10 a.m.

Present scores follow—
R.A.—1st Innings 62 (Lt. Murson 22).
R.E.—1st Innings 100 (Q. M. S. Eaton 37, Spr. Hoddinott 23).

MATCH POSTPONED

Owing to the wetness of the ground the hockey match between the Tamar and the Royal Welch Fusiliers was postponed until next week.

Hong Kong's Hockey Win Over Macao

INTERPORT PLAYED IN POOR WEATHER

Under poor weather conditions, the Interport Hockey match between Hong Kong and Macao was played in the Portuguese Colony on Sunday afternoon and resulted in a win for Hong Kong by the only goal scored by Fariab, the Kumaon Rifles left winger, in the closing minutes of the game. The match was witnessed by a large crowd of spectators.

The Hong Kong team played inspired hockey and in Fyara Singh, of the K.I.T.C. they had an ideal leader. Nerrain Singh and Fariab formed a dangerous left wing combination and gave Juan Nolasco, Macao's right half, a very busy afternoon.

In the defence, Willy Reed, shone as pivot, and received splendid support from Brown and Gonsalves, while Guest and E. L. Gosano held the fort admirably as backs. U. B. Souza was safe between the sticks.

For Macao, G. P. Lammert, former Colony Interport rugby player, was outstanding at left full back, and Alex Airosa and Laertes da Costa were brilliant in the intermediate line. P. Angelo, who had risen from a sick bed to take part

in the game, was not his dangerous self.
F. Nolasco and A. Angelo, the wingers, were not given enough rope and consequently did not shine. Messrs. K. Hussain and G. T. Palmer umpired the game very capably.

At the Interport dinner held on Sunday night, glowing tributes were paid to Lieut. F. da Costa, known as the "Father of Macao hockey" who is leaving for Portugal for good very shortly.

SOCCER OPINION

Scottish Type Of Play

[To the Editor, "The Hong Kong Daily Press"]

Sir,—The contrast in styles of our local football teams is quite an interesting study. South China 'A' exploit a type of football which is all their own, and is definitely superior to that which is demonstrated by any other club. It introduces the Scottish touch. Rifles play typically Irish football, while Seaforths, strange to say, lack the Scottish style, employing a mixture of Irish and English. The Scottish style of game, which South China 'A' adopt, makes them the most attractive side in the Colony.

The writer of the above which appeared in your issue of Friday last states that South China 'A' exploit a type of football which is all their own, I fail to agree with him in every respect.

First of all he says that the football South China 'A' plays is superior to that of any club in the Colony. Granted they are a fine team, but I would not go as far as say that their football is superior to that of any club in the Colony.

He says "Seaforths lack the Scottish touch." I fail to agree there also. By the way, how long and when did the writer see any Scottish football match? Does he class the football at present in the Colony, with that of any Scottish team, and to conclude, if South China 'A' play Scottish football, I am no more a Scotsman than Lee Wai Tong.—Yours etc.,
TOM GIN.

Hong Kong, March 6.

HOCKEY SENSATION CLEARED UP

The exclusion of W. A. Reed from the pivotal position of the England team to meet Scotland in the local International Hockey tournament this afternoon, naturally caused a good deal of surprise.

The "Daily Press" has since been informed by Lieut. N. W. Metcalfe, R.A., who is in charge of the England team, that Reed informed him that he did not wish to play as he (Reed) was having too much hockey. For that reason only Reed was selected as a reserve.

It is further learned that Davies, the England centre-half has not been well in the last few days, and he is unfit for this afternoon's match then Reed's services may be called on.

QUEEN'S COLLEGE HOCKEY WIN

After a goalless first half, Queen's College defeated the Ellis Kadoorie (Indians) School by 2 goals to one in a fast and exciting hockey match yesterday.

The match was played at the Radio ground and the goal scorers were:—Queen's College, O. Talip and Naranjan Singh; Ellis Kadoorie, Telok Singh.

SWIMMING AT THE "Y"

The European Y.M.C.A. swimming pool was opened for the season as from yesterday. There will be mixed bathing every Tuesday and Friday from 6 p.m. to 8.30 p.m. The Association hope to start water polo soon.

International Hockey To-Day

The first round of the local International Hockey Tournament will be played this afternoon. England will meet Scotland on the U.S.R.C. ground while Ireland will be opposed to Wales on the H.K.S.R.A. Marina ground. Both matches start at 6 p.m.

England's team at chosen is a strong combination with a splendid attack led by Lieut. Wright, of the Navy, S. A. and G. H. Fowler, the right wing "brother combination" should prove most effective as both are capable of scoring goals. On the left wing there is Lieut. C. C. Garthwaite, the Interporter, and Victor Bond, of the O.B.A., both of whom are very good. Cunningham (Seaforths) right half for Scotland, will have a trying time checking the Garthwaite-Bond combine.

The England intermediate line is strong comprising Brown (who played for Hong Kong against Macao on Sunday), Lieut. Davies (Navy), as pivot, and C. Parker, of the Police. If Davies is unfit then in all probability, W. A. Reed will play.

Benwell (goal), Guest and Stillman complete a formidable defence.

Scotland, on the other hand, have not had a trial and the team on view this afternoon has never played together. All are strangers with the exception of the half-back line which is comprised in toto of Seaforths and the right wing combination, Aberdeen and Gunn, both of the Seaforths. Flight Lieut. Wallace, of the R.A.F., is leading the Scottish attack.

Henderson and S. MacNider can be relied on to stem the English attack while in Howlett, Scotland has a safe custodian.

On the whole, England should win.

IRELAND AND WALES

The Ireland-Wales encounter should prove the more interesting of the two first round ties.

The team to represent Wales includes ten members of the Royal Welch Fusiliers and Signalman Cox, of the Royal Corps of Signals, who will be playing at inside-right.

In this case, combination is by no means lacking and Wales should give a good account of themselves. Capt. Gwydyr-Jones will prove a thorn in the Welsh attack as he is a good goal-getter.

Ireland will in all probability be represented by the Regimental team of the Royal Ulster Rifles.

Wales:—Fus. Reid; L/Cpl. Palmer and Fus. Wheeler; Fus. Jones, Cpl. Sharpe, Fus. Tucker; Sergt. Dandy (R.W.F.), Sign. Cox (R.C.S.), Fus. Baughan, Captain Gwydyr-Jones, and Fus. Roberts (R.W.F.) Reserves:—Sergt. Morgan (R.O.S.) and Fus. Connor (R.W.F.).

Scotland:—Spr. Howlett (R.E.); R. Henderson ("Y") and S. MacNider (C.B.A.); Sgt. Meeks (Sea.), Capt. S. S. J. Ritchie (Sea.) and Cpl. Cunningham (Sea.); L/Cpl. Aberdeen (Sea.), Sgt. Dunn (Sea.), Flight Lieut. Wallace (R.A.F.), Austin ("Y") and E. MacNider (S.I.A.) Reserves:—2nd Lieut. Douglas, Blacker, J. T. K. Gilchrist (Club) and Pte. Mackenzie (Sea.).

CORONATION 1937

In the year 1307, King Edward II of England ordered the Sénéchal of Gascony and the Conétable of Bordeaux to send "one Thousand Hogsheds of Bordeaux Wine to England for the celebration of His Coronation.

In accordance with this tradition Hanappier, Peyrelongue & Co., are shipping a Reserve of the famous Château Calon-Ségur, Vintage 1926, 1st Growth Saint-Estèphe, and a "Cru Classé" of Médoc, which they have especially selected for the Coronation Celebrations.

They are also having a Special Coronation Bottling of that splendid Vintage, 1934, to be laid down for later consumption, and which will be ready for shipment in February 1937.

Drink the health of King George VI in Wine from Gascony, that fair Province over which reigned Kings Edward II and Edward III. Château Calon-Ségur, one of the oldest Châteaux in Gascony, is well worthy of that honour.

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ETON TO PLAY "SOCCER" AGAIN

Association football will in future rank again as an official sport at Eton College.

An announcement was made recently, signed by G. A. C. Doughty, chairman of the Eton Athletic Committee, that a colour would be awarded for "soccer." It is to consist of Eton blue and fawn quarters, and cap and scarf are to be allowed.

Association football was first played at Eton in 1894, and an attempt to introduce rugby football was unsuccessfully made soon afterwards. Later rugby football took strong hold, and association declined.

Famous association footballers from Eton were the late Lord Kinaird, president of the Football Association from 1890 to 1923, and A. T. B. Dunn, in whose memory the Arthur Dunn Cup for old boys of "soccer" schools was founded.

Old Etonians, who still compete in amateur football competitions, have had a big part in the history of the game. They won the F.A. Cup in the seasons 1878-9 and 1881-2, and were twice beaten in the final.

For the past six years there has been a big effort to re-establish the game at the college, and in

(Continued on Page 11)

CONSIGNEE NOTICES.

NORDDEUTSCHER LLOYD
BREMER.THE Steamer
"ISAR"

having arrived from BREMER, HAMBURG and Port, consignees of cargo are hereby notified that their cargo is being landed at their risk into the godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., Kowloon. Where delivery can be obtained.

Consignees are further notified that the Steamer "ISAR" has taken at HAMBURG and BREMER through cargo for HONG KONG S.S. "WASSEN" S.S. "KONA HADWAN" S.S. "JADE" S.S. "BLUMENAU" S.S. "ORISOCO" S.S. "URANUS" S.S. "LOXLEY" and S.S. "STRAUS" from STOCKHOLM, OSLO, GÖTTEN, HAGEN, ODENSE, HABANA, KOTKA and VILPURI.

All goods remaining undelivered after the 14th March, 1937, will be subject to rent.

NO FIRE INSURANCE will be effected by us in any case whatever.

Damaged packages must be left in the godown for examination by the consignee and the Company's surveyors, Messrs. Anderson & Ashie, at 10 a.m. on the 13th March, 1937.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's surveyors.

No claim will be admitted after the goods have left the godown and all claims must be presented within Two Weeks of the ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the undersigned for countersignature.

MELCHERS & CO.,
Agents.NORDDEUTSCHER LLOYD, BREMER.
Hong Kong, 7th March, 1937.

CONSIGNEES' NOTICE.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th Mar., 1937, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th Mar., 1937, or they will not be recognised.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Mar., 1937, at 9 a.m. by Messrs. Carmichael & Clark.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

W. H. LOXLEY & CO. (CHINA) Ltd.
Agents.

Hong Kong, 6th Mar., 1937

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LTD.

FROM LEITH, MIDDLESBRO',
ANTWERP, LONDON
AND STRAITS.

THE S.S. "BENDORAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Mar., 1937, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th Mar., 1937, or they will not be recognised.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Mar., 1937, at 9 a.m. by Messrs. Carmichael & Clark.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

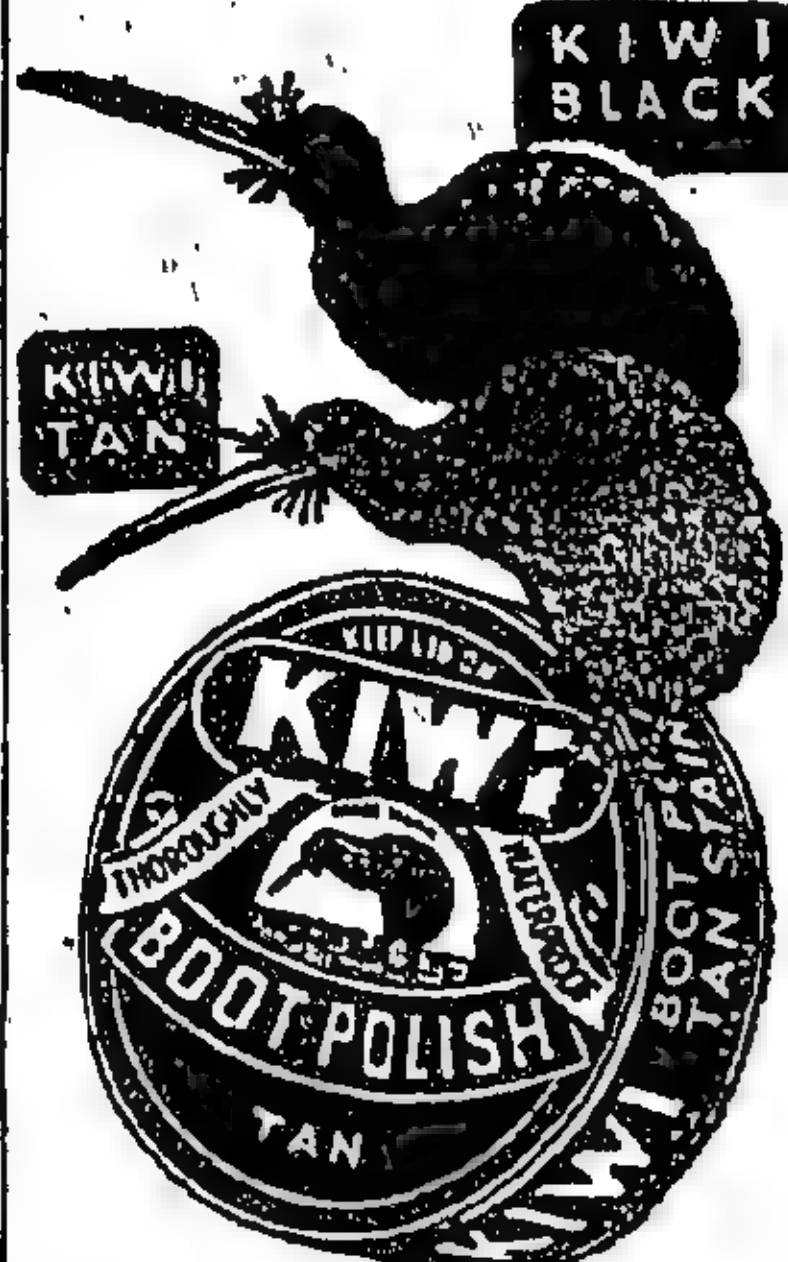
W. H. LOXLEY & CO. (CHINA) Ltd.
Agents.

Hong Kong, 8th Mar., 1937.

THE PROGRESS
OF AUSTRALIAN
CIVIL AVIATIONGrowth Of Traffic On The
Australia-England Route

Conspicuous success has attended Australia's entry into the sphere of international aviation, states the report on Civil Aviation in Australia and New Guinea for 1935-36.

It is pointed out that the overseas route to Singapore, where



See the KIWI trade mark on every tin of shoe polish you buy. It is a guarantee of finest quality polish.



Agents:

W. R. Loxley & Co. (China) Ltd.

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES

CONSIGNEE NOTICE.

S.S. "BERNARDIN DE
ST. PIERRE"
FA/37.BRINGING CARGO FROM
MARSEILLES, via Port, etc.Arrived HONG KONG on MON-
DAY, 7TH 8TH MARCH 1937.

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of Hong Kong, Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the 18th Mar., 1937, or they will not be recognised.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Saturday, the 13th Mar., 1937.

Consignees must have a Revenue Officer in attendance when any dutiable goods are examined by the Company's Surveyors.

No Fire Insurance will be effected by us in any case whatever.

R. OHL,
Agent.

Hong Kong, 8th March, 1937. [5103]

HAMBURG-AMERIKA LINE

NOTICE TO CONSIGNEES

THE M.S.
"DUISBURG"

having arrived from Hamburg and Port of call, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk into the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the goods are landed.

Optional cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Mar., 1937, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 13th Mar., 1937, at 10 a.m., by our Surveyors Messrs. Goddard and Douglas.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All claims must reach us before the 6th April, 1937, or they will not be recognised.

No Insurance will be effected.

Bills of Lading will be countersigned by

JEBSEN & CO.,
Agents.

Hong Kong, 8th Mar., 1937. [5106]

connection is made with the Imperial Airways service to London, was inaugurated less than a month prior to the period covered by the report.

The report adds: 'Since then the Australian section has been operated with remarkable regularity, and has attracted traffic far beyond the original expectations. In particular, the overseas mail loadings were so satisfactory that the revenue in 1935-36 from the special 'air' charges on these mails was greater than the subsidy cost of the main Brisbane-Singapore

SWIMMING

DEANE'S

STRUGGLE
TO TRAIN100 Miles To Baths
After SchoolBoxing, Ultra-Violet
Rays And Milk

By W. J. HOWCROFT

Only those who know the training handicaps of Kenneth Deane, the Great Yarmouth schoolboy and the most promising junior swimmer in the country, can really appreciate his merit.

Physically, he is ideal for swimming. He is just 15 years of age, 6ft. 1in. in height, and weighs 13st. At the age of 10 he was taught to swim by Mr. W. Shreeve, of Great Yarmouth. Three years later he won four Norfolk championships in exceptionally fast time. He won the Boys' (under 14) in 8sec., the Boys' (under 16) in 6sec., the Senior 100 yards in 6sec., and the Senior 440 yards in 5 min. 29sec.

Last year, when 14 years of age, he made a clean sweep of all the Midland championships, and in each event set up a competition record. His best times were: 100 yards over a straightaway course at Great Yarmouth, 55 3-5sec.; 220 yards at Norwich against the German Olympic team, 2min. 28 1-5sec.; half-mile, 11min. 5 2-5sec., when third in the National championship; 1,000 yards, 12min. 38sec., in the Ulph Cup, which beat the competition record held by the Canadian, George Larsen, by 9sec.

MIDNIGHT TRAINING

The boy's father, Dr. K. H. Deane, writes: "His training methods in the summer depend on the race in view. For example, last year, Kenneth commenced to train for the National 440 yards championship, when the bath opened in Norwich in May. He travelled to Norwich any evening he could manage it, and was allowed to swim after 10 p.m. when the bath was closed to the public. He usually swam 600 yards on the crawl stroke then, after a minute's rest, covered the same distance again. This was done after being at school all day, and homework.

"When our local bath opened on June 21 these midnight expeditions ceased. He swam long distances daily in the Great Yarmouth pool until the middle of September, when he was forced to recommence the 40 miles journey to Norwich until that bath closed for the winter.

"During the winter months the only bath which is opened in our district is at Ipswich. This entails a journey of 100 miles after school hours, so we only go occasionally, say a dozen times, during the winter months."

YOUNGER BROTHER'S PROMISE
Incidentally, Kenneth is not the only promising swimmer in Dr. Deane's household. There is William, aged 11 years, who won the Norfolk 440 yards championship in 6min. 30sec., and has since beaten 6min. for the distance in the Yarmouth pool. This boy stands 5ft. 11in. and weighs 10st. 11lb.

During the winter the two boys keep fit by sparring with fast boxers. They put in a lot of walking, but do not cycle or play football. At the close of the winter each boy is given a course of ultra-violet radiation, and they drink nothing but milk!

When young Deane's training difficulties are taken into consideration, his progress is indeed remarkable. He is obviously a "born" swimmer, who only needs another season to pass before taking the highest honours.

service, and but little short of the total cost of the three services constituting the overseas and main internal connecting system.

In certain respects, however, the large mail loads proved embarrassing by reducing the space available for passenger traffic—both overseas and internal. Duplication of the frequency of the services in May, 1936, overcame this difficulty and it is gratifying to note that, owing to the continued increase in mail-loadings, and of the revenue therefrom, the net cost of the three duplicated services is well within the net cost originally estimated for the once-weekly system.

The proposals submitted by the United Kingdom authorities for variation of the existing arrangements of the overseas services have, continues the report, been under consideration by the Commonwealth, and are still the subject of negotiation by the two Governments. The problems involved are of considerable com-

SUN YAT SEN
PRIZE FUNDTo Promote Academic
Studies

Nanking: The creation of a Sun Yat-sen Memorial Prize Fund of \$3,000,000 for the promotion of academic studies was among the important resolutions adopted at the Third Plenary Session of the Kuomintang Central Executive Committee held recently in Nanking.

The proposal for the creation of the fund was submitted by the Central Cultural Planning Commission, of which Gen. Chen Kuo-fu, Governor of Kiangsu Province, is concurrently chairman. Adopting the proposal in principle, the Third Plenary Session resolved to instruct the Commission to draw up detailed measures for awarding the memorial prizes.

According to the proposal, the purpose of the prizes is to promote academic studies and encourage social service as a step toward the rejuvenation of the nation and the building up of a modern state. The total sinking fund of \$3,000,000 will be appropriated from the national treasury in three years. It will be deposited in the Central Bank of China with its annual interest for awarding the prizes.

There will be five kinds of prizes for the best works in the fields of arts, social science, natural science, education, and social service respectively. For each kind there will be one first prize of \$20,000, one second prize of \$8,000, one third prize of \$5,000, two fourth prizes of \$2,000 each and three fifth prizes of \$1,000 each.

MANNER OF AWARD

In regard to the manner of awarding, the proposal suggests that if possible, all the five kinds should be awarded each year. Otherwise, they may be awarded in turn, one kind each year. In any case, if no person is considered eligible for the prize, its awarding may be suspended for the year.

prize award committee will be organized by the Kuomintang authorities which will be responsible for selecting the candidates, examining their works and awarding the prizes. When necessary, it may seek assistance from the Ministries, commissions, and government academic organs concerned in the execution of its duties.

All Chinese citizens irrespective of sex, and all Chinese organizations may submit their works or records of service to the committee for examination. However, the winners will not be limited to those who submit works or records. The committee may also select the winners by investigation.

The names of the winners and their works or records of service will also be given to the winners. Besides, the prizes, certificates will also be given to the winners. Those who do not intend to receive prizes may so declare beforehand. Medals will be awarded to them instead.

Central News Agency.

ETON TO PLAY
"SOCCER" AGAIN

(Continued from Page 10)

future seasons it is expected that inter-school matches will be arranged. This season two regular teams are organised, and nearly 100 boys are playing.

DECISION WELCOMED

Association football authorities will welcome the new decision, for they have viewed with anxiety the steady movement of public schools towards rugby football.

Harrow, formerly one of the strongholds of "soccer," went over to rugby eight years ago when Mr. I. M. B. Stuart, the Irish rugby international, became a master.

The chief schools still playing "soccer" are Westminster, Malvern, Repton, Shrewsbury, Charterhouse, Hurstpierpoint, Bradfield and Highgate. Of these schools, Westminster and Charterhouse practically made modern association football. The game as played today dates from 1887, when these two schools induced the Association to adopt their rule of "off-side."

plecity, and the Government's ultimate decision must vitally influence the future of Australian civil aviation. It is to be hoped that a satisfactory agreement may be reached at an early stage, as unquestionably the lack of finality has affected, and still is affecting, developments, even those of a purely local nature.

SECOND TO NONE
IN THE EASTRangoon's New Port
Health Station

Rangoon's new Port Health Station which is claimed to be "second to none in the East" was opened recently by the Governor, Sir Archibald Cochrane in the presence of a large and distinguished gathering.

The building which is fine and commodious, has cost the Port Commissioners about a lakh of rupees.

The Chairman of the Port Commissioners, Mr. A. N. Strong, formerly of Ceylon, who described the building as second to none in the East, revealed that they had to deal with something like 250,000 immigrants and a similar number of emigrants every year. He stressed the importance of the station not only as a means of arresting, at the water front the onward march of disease in land, but also of maintaining Rangoon's name overseas as a healthy port by careful inspection, vaccination, and if necessary, segregation.

His Excellency, who opened the new station, eulogised the work of the Port Health authorities and expressed the hope that the relations between Government and the Port Commissioners based on mutual consideration would be more cordial even than in the past.

Fresh Uses For Commercial
Aircraft In Russia

Among the many plans now being made by the civil air authorities in Russia, is a scheme for a systematic air survey—with a view to subsequent commercial exploitation—or the huge Siberian jungles. Important developments are also foreshadowed in the use of aircraft for scientific and medical purposes, and a new war is to be waged against malaria by spraying suitable chemicals from low-flying aeroplanes over mosquito-breeding swamps. During 1937 an increasing use is to be made of aircraft in connection with forestry.

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...and know
what you're
drinking!



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NO INJURIOUS INGREDIENTS

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Warm Clothing
Urgently Needed.

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Sweater, Socks, Shirts
Overcoats and Shoes.

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under expert supervision—reasonable prices.



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Fares to Venice, Trieste, Genoa and Return...£132, £88, £56
Special Two Months' Round Trip Tickets At Reduced Rates
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" COLOMBO ... £41 £22 £19
" SINGAPORE ... £18 £13 £11
" SHANGHAI ... £12 £9 £8

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Bookings around the world. — Through bookings to London.

OUTWARD SAILINGS

* s.s. "OLDENBURG" for Shanghai, Dairen, Takao, Tsingtao, Moji, Kobe, Osaka, Yokohama, Nagoya 21st Mar.
s.s. "CAPE ST. GEORGE" for Shanghai, Takao, Tientsin... 7th April.

HOMEWARD SAILINGS

* m.v. "KULMERLAND" for Genoa, Antwerp, Rotterdam, Hamburg 16th Mar.
s.s. "NORDMARK" for Marseilles, Rotterdam, Hamburg 14th Mar.
* Passenger Vessel. * Limited Passenger Accommodation.

For further particulars and passage fares, etc. apply to:—

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12, Pedder Street, Tel. 28363.

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S.S. "BENNEVIS"

Sailing for LONDON, ROTTERDAM, ANTWERP, HAMBURG and LEITH on or about the 14th March.

Cargo will also be accepted on through Bill of Lading to the usual transshipment ports.

Next Sailing for SHANGHAI & JAPAN

S.S. "BENDORAN" 10th March.

For Freight and Passage apply to:—

W. R. LOXLEY & CO., (CHINA) LTD.,

Tel. 22533

York Building.

Agents: THE BEN LINE STEAMERS, LTD.

VISIT BALI AND JAVA

Special Round Trip Fares 1st Class

HONG KONG—BATAVIA—HONG KONG
H\$275.

HONG KONG—BALI—JAVA—HONG KONG
H\$950. (all inclusive)

HONG KONG—MANILA—HONG KONG
H\$135.

NEXT SAILINGS—

TO BATAVIA DIRECT

s.s. "TIJARANG" 16th Mar. 10 a.m.

Tender Queens Pier 9.00 a.m. Tender Poles Pier 9.16 a.m.

TO MANILA, MAKASSAR, BALI & SOERABAYA

s.s. "TJISADANE" 16th Mar. 10 a.m.

Tender Queens Pier 9.00 a.m. Tender Poles Pier 9.16 a.m.

TO AMOY & SHANGHAI

m.s. "TJINEGARA" 18th Mar.

For further information apply:

Holland-China Trading Co.,

Canton

H. Nolasco da Silva, Esq., Macao

JAVA-CHINA-JAPAN LINE

York Building. Tel. 28015.

MODERN EXPRESS SERVICE

THE EXCHANGE MARKET

MESSRS. ROZA BROS.

Hong Kong, Mar. 8.
Ready silver rose 1/16 over the week-end and the Forward rate 1/8, the quotations being 20 7/8 and 20 13/16 respectively. Silver advances reported India as having bought. China operated both ways. The market closed steady.

The London-New York cross-rate was quoted at 487.30. New York-London was quoted at 487 29/32.

MARKET

STERLING

No business was reported. There were sellers at 1/2 29/32 March-August, buyers at 1/2 15/16 for any delivery.

U.S. DOLLARS

A small business was done at 30 5/16 for June delivery. There were sellers at 30 5/16 March-May and 30 1/4 June-July, buyers at 30 3/8 March-June and probably 30 5/16 July.

SHANGHAI DOLLARS

A small business was done at 102 for cash. There were sellers at 101 15/16, buyers at 102 for cash.

SHANGHAI MARKET

There were sellers of Sterling at 1/2 5/8 for cash, buyers at 1/2 21/32 for Spot. U.S. Dollars, sellers at 29 3/4, buyers at 29 13/16 for cash.

IN THE AFTERNOON

The market was dull in the afternoon.

IN STERLING

No business was reported, finishing with sellers at 1/2 29/32 March-August, buyers at 1/2 15/16 for any delivery.

U.S. DOLLARS

Sellers at 30 5/16 March-May, buyers at 30 3/8 for any delivery.

EMPIRE TRADE REVIEW

Expansion Forecast

Ottawa. — "The cultivation of trade between the units of the Empire has not only come to stay but will be intensified," stated Mr. F. W. Field, C.M.G., His Majesty's Senior Trade Commissioner in Canada, and Newfoundland in a review of trade, appearing in Canadian newspapers.

In his review Mr. Field called upon individual business men to aid in this work. "We are sometimes prone to regard the happy task of improving the volume of Empire trade as something for someone else to do, preferably for governments, though governments can be sympathetic and can help to direct the trend.

In the last analysis, however, the efforts of individual business men in the aggregate will make certain the growth of Empire trade. Little by little we, as individuals, are becoming Empire trade conscious. The determination of one business man to direct all trade that is reasonably possible to an Empire country—that determination, multiplied by many hundreds of thousands of business men throughout the Empire—will in itself give a remarkable impetus to the growth of business between the units of Empire.

COURTAULDS' DIVIDEND POLICY

Courtaulds, Limited, besides being considerable manufacturers of artificial silk and other textiles in England, has a substantial interest in the American Viscose Corporation and important interests in viscose companies in other countries, states the "Times." Therefore it could not fail to benefit from the general expansion in business that took place last year, and this inference is confirmed by the profit and dividend statement issued recently. At the same time it seems clear that the board has not departed in the least from the conservative financial policy which has been a distinguishing feature of the company's past administration. Net profits, after providing an unstated amount for depreciation, taxation, &c., are returned at £2,361,458, against £2,203,063 in 1935, but the directors make only a slight increase in the dividend. Instead of declaring dividends free of tax, hitherto its custom, the company has decided to follow the general practice of paying dividends less tax. A final dividend of 7 per cent, less tax, is now declared, which brings the total distribution for the year up to £210 5s. 7d., less

NEW YORK STOCK EXCHANGE

(Through Router's Service)

QUOTATIONS

New York, March 7.

	High	Low	Last	Today's	Change
New York/London Cross-rate	13.60	13.47	13.41	13.58	17 up
New York Cotton—May	23.88	23.07	22.72	23.07	34 up
New York Rubber—May	136 1/2	135 1/2	135 1/2	135 1/2	1 up
Chicago Wheat —May	108 1/2	107 1/2	107 1/2	108 1/2	1 up
Chicago Corn —May	—	—	45 1/2	—	unquoted

	High	Low	Mar. 5	Mar. 6	High	Low	Close	Change
Dow Jones Averages	193.17	193.11	194.14	195.08	193.20	194.16	—	.01 up
20 Industrial	61.82	60.63	61.81	62.81	61.91	63.69	—	1.08 up
20 Rail	37.79	38.43	38.18	38.52	38.08	38.23	—	.08 up
20 Utilities	108.01	108.92	103.18	103.57	103.57	103.57	—	.09 up
40 Bonds	81.87	85.88	76.40	—	—	—	—	.18 up
11 Commodity Index	—	—	—	—	—	—	—	—

Business Done:—1,770,000 shares.

Stocks

Last Sale Mar. 5 8

Adams Express 20 1/2 21 1/2

Allis Chalmers 72 1/2 74 1/2

Amer. Can 108 1/2 108

Amer. Car & Foundry 33 1/2 32 1/2

Amer. Cyanamid 124 1/2 121

Amer. & For. Power 63 1/2 62

Amer. Locomotive 56 56 1/2

Amer. Metals 67 1/2 67 1/2

Amer. Radiator 27 1/2 27 1/2

Amer. Rolling Mill 40 1/2 42 1/2

Amer. Smelting 05 1/2 05 1/2

Amer. Steel Fdries. 67 1/2 68 1/2

Amer. Sugar 50 1/2 50 1/2

Amer. Tel. & Tel. 17 1/2 17 1/2

Amer. Tobacco "B" 94 1/2 95

Amer. Waterworks 25 25

Anacosta Copper 65 1/2 65 1/2

Atchafalpa T. & S. Fe. 84 1/2 85

Atlantic Refining 33 1/2 33 1/2

Atlas Corp. 18 1/2 18 1/2

Auburn Motors 31 32

Baldwin Locomotive 112 1/2 113

Baltimore & Ohio 35 35 1/2

Barnsdall Oil 30 1/2 30 1/2

Bendix Aviation 104 104 1/2

Bethlehem Steel 47 1/2 47 1/2

Boeing Airplane 28 1/2 28 1/2

Borden Co. 53 1/2 53 1/2

Briggs Manufacturing 48 1/2 46

Brooklyn-Manhattan 101 100 1/2

Case, J.I. 167 1/2 168

Canadian Pacific 17 1/2 17 1/2

Celanese Corp. of America 34 34 1/2

Cerro de Pasco 83 83 1/2

Certain-Teed Products 21 20 1/2

Chesapeake Corp. 90 1/2 90 1/2

Chesapeake & Ohio 132 1/2 131

Chrysler Corp. 17 1/2 17 1/2

Columbia Gas & El. 101 1/2 101 1/2

Columbia 8 1/2 "A" pt. 60 1/2 60 1/2

Commercial Credit 19 1/2 19 1/2

Commercial Solvents 3 1/2 3 1/2

Commonwealth & S. 62 1/2 64

Cum. pt. 42 1/2 43

Consolidated Edison 16 1/2 16 1/2

Consolidated Oil 41 1/2 41 1/2

Corn. Products 69 70 1/2

Curtiss Wright (C.) 23 1/2 23 1/2

Curtiss Wright "A" 23 1/2 24

Delaware & Hudson 130 129

Distillers Corp. Sea-grams 25 1/2 25 1/2

Douglas Aircraft 176 1/2 174 1/2

Du Pont 142 142 1/2

Electric Boat 24 1/2 24 1/2

Elec. Bond & Share 76 1/2 75 1/2

Elec. Bond & Share 82 1/2 84 1/2

Elec. Power & Light 23 1/2 23 1/2

Elec. Power & Light 38 1/2 38 1/2

Firestone Tire & R. 44 1/2 44 1/2

Flintkote 47 1/2 47 1/2

Gen. Asphalt 62 62 1/2

Gen. Cigar 43 1/2 43 1/2

Gen. Electric 87 1/2 87 1/2

Gen. Foods 60 1/2 60 1/2

Gen. Motors 28 1/2 28 1/2

Gen. Railway Signal 49 48 1/2

Gillette Safety Razor 44 44 1/2

Goodrich (B.F.) 86 1/2 85 1/2

Goodrich 5 1/2 pt. 41 1/2 42 1/2

Goodyear 41 1/2 42 1/2

tax. This is equal to 27 1/2 ps. 8d. free of tax, or 6s. 9d. more than the free-of-tax dividend of 1935. The amount placed to reserve for employees' pensions is increased from £70,000 to £100,000, and the balance carried forward is about £10,000 higher at £212,748.

Stamp Speculators Caught

The official announcement that Edward VIII twopenny-halfpenny stamps are again to be made available in all post offices is in response to a certain amount of protest. After the abdication it has been increasingly difficult to buy these stamps over the counter, and they have been on sale at stamp-dealers' at fourpence and even sixpence each. Since January people have been complaining that they have been unable to buy them in country post offices. This artificial scarcity of a new issue is partly due to the G.P.O., partly to stamp collectors, who bought hundreds, in some cases thousands, of the stamps with an eye to profit. The speculators will be rather disappointed. At well-known stamp-dealers in the Strand, it was told, that the stamps will still be fourpence in stamp shops; but those who had been buying big quantities of Edward VIII twopenny-halfpenny stamps for quick profit had been warned by responsible dealers not to expect a rise in price.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE Sailing

President Lines' frequent sailings and their unique stopover privileges allow you to travel just exactly as you choose. And Dollar Steamship Lines and American Mail Line worldwide offices and agents are maintained to serve you sailors in whatever plan you choose to be. Make your next trip more enjoyable, travelling "The President Line way."

TO SAN FRANCISCO NEW YORK AND BOSTON

Via Shanghai, Kobe, Yokohama, Honolulu, San Francisco, Panama Canal and Havana.

Pres. Cleveland 8 a.m. Mar. 26th
Pres. Coolidge 10 a.m. Apr. 3rd
Pres. Taft 8 a.m. Apr. 21st
Pres. Hoover Noon May 1st
Pres. Lincoln 8 a.m. May 10th
Pres. Coolidge Noon May 24th

TO SEATTLE VICTORIA "THE EXPRESS ROUTE"

Via Shanghai, Kobe and Yokohama

Pres. McKinley M'night Mar. 12th
Pres. Grant M'night Mar. 28th
Pres. Jackson M'night Apr. 9th
Pres. Jefferson M'night Apr. 23rd
Pres. McKinley M'night May 7th
Pres. Grant M'night May 21st

EUROPE, NEW YORK

Via Manila, Singapore, Penang, Colombo, Bombay, Suez Canal, Naples, Genoa and Marseilles.

Pres. Wilson 6 p.m. Mar. 9th
Pres. Monroe 8 a.m. Mar. 17th
Pres. Adams 8 a.m. Mar. 28th
Pres. Harrison 8 a.m. Apr. 11th
Pres. Folk 8 a.m. Apr. 25th
Pres. Pierce 8 a.m. May 9th

MANILA

THE MOST FREQUENT SERVICE

Next Sailing

Pres. Wilson 6 p.m. Mar. 9th
Pres. Monroe 8 a.m. Mar. 17th
Pres. Cleveland Noon Mar. 18th
Pres. Grant 6 p.m. Mar. 26th
Pres. Coolidge 9 p.m. Mar. 26th

MOST FREQUENT SERVICE ON THE PACIFIC

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

PEDDER BUILDING—HONG KONG.

CANTON BRANCH—21, FRENCH CONCESSION, SHAMMOON.

BURNS PHILP LINE

M.V. "NEPTUNA"

Due 17th March

PASSENGER & FREIGHT SERVICE TO AUSTRALIA

Sailing 22nd MARCH.

for Saigon, Manila, Sandakan, Salamana, Rabaul, Sydney & Melbourne.

First Class Fare to Sydney: Single: £47.10.0d. Return: £76.0.0.

Passenger & Freight Agents:—

GIBB, LIVINGSTON & CO., LTD.

Telephone No. 28031. P. & O. Building.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & BANGKOK	"KALCAN"	On 9th Mar, Noon
AMOI & SHANGHAI	"TSINAN"	On 9th Mar, 5 p.m.
SWATOW, FOCHOW, CHEFOO, TIENTSIN & NEWCHOW	"NANNING"	On 10th Mar, 10 a.m.
SWATOW, SHAI & TIENTSIN	"SINKIANG"	On 10th Mar, Noon
SHANGHAI direct	"KWANGHONG"	On 10th Mar, 5 p.m.
HONGKONG & RAIFONG	"KIANGSU"	On 12th Mar, 3 p.m.
FOCHOW & SHANGHAI	"KAYING"	On 13th Mar, 2 p.m.
SWATOW, SHAI, TIENTSIN, CHEFOO & TIENTSIN	"CHENGTO"	On 14th Mar, 10 a.m.
AMOI & SHANGHAI	"SZECHUEN"	On 14th Mar, 5 p.m.
SWATOW & AMOI	"ANHUI"	On 15th Mar, 2 p.m.
SWATOW, FOCHOW, CHEFOO & TIENTSIN	"YANCHANG"	On 17th Mar, 10 a.m.
SWATOW, SHAI & TIENTSIN	"SOOCHOW"	On 17th Mar, Noon
AMOI & SHANGHAI	"KIANGSU"	On 17th Mar, Noon
HONGKONG & RAIFONG	"TAIYUAN"	On 17th Mar, 5 p.m.
FOCHOW & SHANGHAI	"MUINAM"	On 19th Mar, 11 a.m.
HONGKONG, PAKHOI & HAIPHONG	"KWANGTUNG"	On 19th Mar, 3 p.m.
AMOI, SWATOW, SINGAPORE & PENANG	"ANHUI"	On 20th Mar, 5 p.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents, Telephone 30331.

CARGO AND PASSENGER SERVICE INTERESTED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila, Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTIE & TAIPING (SUNBURN)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE

OPEN AIR SWIMMING POOL

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON STEWARDESSE CARRIED

Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney—18 Days

FIRST CLASS FARE TO SYDNEY, 27s RETURN

LONDON (via Australia) from 2127-15-0.

STEAMERS	From Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	11 Mar.	18 Mar.	19 Mar.	4 Apr.
CHANGTIE	9 Apr.	16 Apr.	19 Apr.	6 May
TAIPING	11 May	18 May	21 May	6 June
CHANGTIE	8 June	15 June	18 June	4 July

AUSTRALIAN-ORIENTAL LINE, LIMITED

Sailings subject to alteration without notice.

For Freight or Passage, apply to: BUTTERFIELD & SWIRE, Agents, HONG KONG, CHINA & JAPAN.

Telephone 30333.

PRINCE LINE—SILVER LINE

JOINT SERVICE

REGULAR SAILINGS

TO
HALIFAX (NOVA SCOTIA CANADA),
BOSTON
AND
NEW YORK

(via CAPE OF GOOD HOPE or PANAMA until further notice)

M.V. "SILVERTEAK" ... March 28th, 1937

M.V. "SILVERSANDAL" ... April 25th, 1937

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to:—

FURNESS (FAR EAST) LTD.

(Incorporated in Great Britain.)

2nd Floor, Hongkong & Shanghai Bank Building.

Telephones 23165 & 23169. Telegram: Furnprince.

DOUGLAS STEAMSHIP CO., LTD.



SWATOW-HONGKONG SERVICE

Sailings

Sundays and Wednesdays at 4 p.m.

S.S. HAIYANG Wednesday, 10 Mar. 3 p.m.

SWATOW, AMOI, FOCHOW AND RETURN.

Sailings Tuesdays and Fridays

S.S. SEISTAN Tues., 9th Mar., 4 p.m.

S.S. HAITAN Wed., 17th Mar., 4 p.m.

S.S. SEISTAN Fri., 19th Mar., 4 p.m.

Subject to alteration without notice.

All Arrivals and Departures from the Company's Wharf (near State Pier)

ROUND TRIP TICKETS are issued from HONGKONG TO FOCHOW (Parade Anchorage) and return by the same steamer at the reduced rate of 400, including meals while the steamer is at Coast Ports.

(Time for Round Voyages 8 Days)

CANTON-HONGKONG-HOIHOW-PAKHOL

A Regular Service is maintained by the

S.S. HAIYANG

For Freight and Passage apply to:—

DOUGLAS LAPRAIK & CO.,

P. & O. Building. General Managers. Tel. Nos. 26037 and 26038.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN

Amoy.

Selatan, Douglas, March 9.

Taiwan, B. & S., March 9.

Hong Kong Maru, O.S.K., March 14.

Szechuen, B. & S., March 15.

Anhui, B. & S., March 15.

Fukukien Maru, O.S.K., March 17.

Haitan, Douglas, March 17.

Taiwan, B. & S., March 17.

Szechuen, B. & S., March 18.

Tjingsing, J.C.J. Line, March 18.

Anhui, B. & S., March 20.

Chefoo.

Nanning, B. & S., March 10.

Chengtu, B. & S., March 14.

Dairen.

Etha Rickmers, Johnson's, March 9.

Duisburg, Johnson's, March 10.

Ixion, B. & S., March 15.

Neckar, Melchers', March 17.

Oldenburg, Johnson's, March 21.

Meriones, B. & S., March 23.

Antenor, B. & S., March 27.

Fochow.

Selatan, Douglas, March 9.

Nanning, B. & S., March 10.

Hangchow, Jardine's, March 12.

Kaying, B. & S., March 13.

Haitan, Douglas, March 17.

Japan (Direct).

Rakuyo Maru, N.Y.K., March 11.

Protetia, B. & S., March 12.

Kitama Maru, N.Y.K., March 13.

Hwang, Jardine's, March 20.

Keelung.

Hong Kong Maru, O.S.K., March 14.

Shanghai and Japan.

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Antenor, B. & S., March 27.

CRISTOBAL

Besholt, Johnson's, March 12.

Tai Shan, Dodwell's, March 13.

Emp. of Britain, C.P.S., March 25.

Pres. Cleveland, Dollar's, March 26.

Anna Maerk, Johnson's, March 27.

Ward, States Co., April 7.

Havana.

Pres. Cleveland, Dollar's, March 26.

Ward, States Co., April 7.

Honolulu.

Rakuyo Maru, N.Y.K., March 11.

Taiyo Maru, N.Y.K., March 17.

Emp. of Canada, C.P.S., March 19.

Emp. of Britain, C.P.S., March 25.

Pres. Cleveland, Dollar's, March 26.

Chichibu Maru, N.Y.K., March 31.

Los Angeles.

Nojima Maru, N.Y.K., March 10.

Rakuyo Maru, N.Y.K., March 11.

Besholt, Johnson's, March 12.

Taiyo Maru, N.Y.K., March 17.

Tai Shan, Dodwell's, March 18.

Emp. of Britain, C.P.S., March 25.

Pres. Cleveland, Dollar's, March 26.

Chichibu Maru, N.Y.K., March 31.

Corneville, Bank Line, March 31.

Mexico.

Rakuyo Maru, N.Y.K., March 11.

Ward, States Co., April 7.

Montreal.

Rhexenor, B. & S., March 31.

Panama.

Nojima Maru, N.Y.K., March 10.

Rakuyo Maru, N.Y.K., March 11.

Besholt, Johnson's, March 12.

Taiyo Maru, N.Y.K., March 17.

Tai Shan, Dodwell's, March 18.

Emp. of Britain, C.P.S., March 25.

Pres. Cleveland, Dollar's, March 26.

Chichibu Maru, N.Y.K., March 31.

Corneville, Bank Line, March 31.

Philadelphia.

Besholt, Johnson's, March 12.

Anna Maerk, Johnson's, March 27.

Rhexenor, B. & S., March 31.

Ward, States Co., April 7.

Portland.

General Pershing, States, March 22.

San Francisco.

General Pershing, States, March 22.

Taiyo Maru, N.Y.K., March 17.

Tai Shan, Dodwell's, March 18.

Emp. of Britain, C.P.S., March 25.

Pres. Cleveland, Dollar's, March 26.

Chichibu Maru, N.Y.K., March 31.

Corneville, Bank Line, March 31.

Seattle.

Pres. McKinley, A.M. Line, March 12.

Taiyo Maru, N.Y.K., March 15.

Ixion, B. & S., March 15.

Pres. Grant, A.M. Line, March 20.

Hikawa Maru, N.Y.K., March 27.

South America (W.C.).

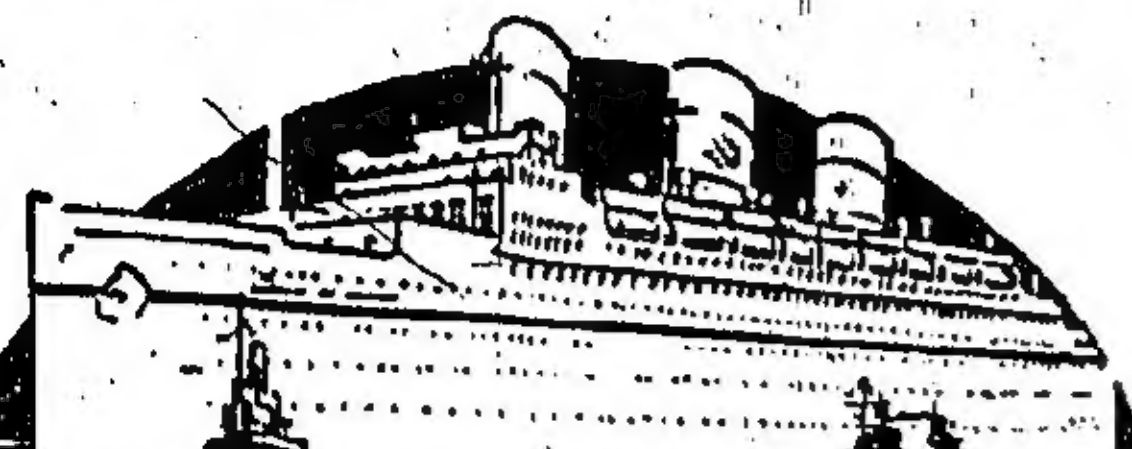
Rakuyo Maru, N.Y.K., March 11.

Emp. of Asia, C.P.S., March 10.

Ixion, B. & S., March 15.

Emp. of Canada, C.P.S., March 19

TRAVEL "EMPRESS"



Trans-Pacific
Empress of Japan
Empress of Canada
Empress of Russia
Empress of Asia

Trans-Canada
The Dominion
So Dominion
Train 2

Trans-Atlantic
Empress of Britain
Empress of Australia
Duchess of Atholl
Duchess of Bedford
Duchess of Richmond
Duchess of York
Montcalm
Montrose
Montclair

Luxury with economy by the "Sunshine Route" via Honolulu or the "Direct Express Route" to Vancouver. Renowned meals and service. Cheerful informality and gala evening parties.

Air-conditioned sleeping cars and observation cars on all Trans-Continental trains. Cool, Clean, Quiet, Comfortable. Uniform temperature.

Regular sailings from Canadian Atlantic ports to Europe by Canadian Pacific Atlantic fleet.

TO VANCOUVER
EMPRESS OF ASIA

SAILS VIA SHANGHAI & JAPAN

AT NOON WEDNESDAY, MARCH 10th.

TO MANILA

EMPRESS OF CANADA at 6 P.M. March 12th.

UNION BUILDING—HONG KONG.

Telephone: Passenger 20752. GACANPAO: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO., LTD.

Canadian Pacific
WORLD'S GREATEST TRAVEL SYSTEM



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

TAIYO MARU ... Wednesday, 17th Mar.
CHICHIBU MARU ... Wednesday, 31st Mar.
TATSUTA MARU ... Tuesday, 20th Apr.

SEATTLE & VANCOUVER.

HEIAN MARU ... Monday, 15th Mar.
HIKAWA MARU ... Monday, 20th Mar.

NEW YORK via Panama.

NOJIMA MARU ... Wednesday, 10th Mar.
NOTO MARU ... Thursday, 1st Apr.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

RAKUYO MARU ... Thursday, 11th Mar.
ATAGO MARU ... Wednesday, 14th Apr.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

KATORI MARU ... Saturday, 13th Mar.
KASHIMA MARU ... Saturday, 27th Mar.
YASUKUNI MARU ... Friday, 9th Apr.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

LYONS MARU ... Thursday, 11th Mar.
SYDNEY & MELBOURNE via Manila and Port.

ATSUMI MARU ... Saturday, 27th Mar.
KITANO MARU ... Wednesday, 24th Apr.

BOMBAY via Singapore, Penang and Colombo.

ANYO MARU ... Thursday, 11th Mar.
TOYAMA MARU ... Sunday, 28th Mar.

CALCUTTA via Singapore, Penang and Rangoon.

MALACCA MARU ... Friday, 12th Mar.

SHANGHAI, KOBE & YOKOHAMA.

BAKONE MARU ... Friday, 12th Mar.
KITANO MARU (Direct to Nanki) ... Friday, 19th Mar.

SUWA MARU ... Saturday, 27th Mar.

† Cargo only.

GENERAL PASSENGER AGENTS IN THE ORIENT FOR

CUNARD WHITE STAR LINE.

TEL. 30291

BARBER WILHELMSSEN
LINE

MONTHLY SERVICE.

Pacific Panama Atlantic
SAN FRANCISCO BALBOA (Panama) NEW YORK
LOS ANGELES CRISTOBAL (Colon) BOSTON.

NEXT SAILING

M.V. "TAI SHAN"

ON

18th MARCH

EXCELLENT ACCOMMODATION
FOR 12 PASSENGERS.

DODWELL & CO., LTD.

AGENTS

HONG KONG BANK BUILDING.

TELEPHONE 28021.

Shipping News Daily Statement, Clearances,
Ships in Harbour, etc.

ARRIVALS

MONDAY, MARCH 8.

Ngow Hock, Norwegian steamer,
709 tons, Captain K. Iversen,
from Bangkok, general cargo,
berthing at buoy No. B16.—
Chin Seng Hong.

Pres. Wilson, American steamer,
8,232 tons, Capt. D. C. Austin,
from Shanghai, general cargo,
berthing at Kowloon Wharf.—
Dollar Line.

Pres. McKinley, American steamer,
8,400 tons, Capt. C. F. Bryant,
from Shanghai, general cargo,
berthing at Kowloon Wharf.—
American Mail Line.

Proteus, Norwegian steamer, 1,025
tons, Captain A. S. Bugge,
from Bangkok, general cargo,
berthing at buoy No. B18.—
Wing Fung Cheong.

Isar, German steamer, 5,637
tons, Captain P. Kamann,
from Tsingtao, general cargo,
berthing at Kowloon Wharf.—
Melchers & Co.

Wing Wah, Portuguese steamer,
851 tons, Captain J. Teixeira,
from K. C. Wan, general cargo,
berthing at Sai Kung Wharf.—
Tal Fung & Co.

Teknam, Chinese steamer, 806
tons, Captain Kwok Fook,
from Hoihow, general cargo,
berthing at buoy No. B6.—
Ping On & Co.

Felix Roussel, French steamer,
8,400 tons, Captain J. Georges,
from Shanghai, general cargo,
berthing at Kowloon Wharf.—
M. M. & Co.

Hoihow, British steamer, 1,829
tons, Captain L. Thomas,
from Tsingtao, general cargo,
berthing at buoy No. B14.—
B. & S.

Bendoran, British steamer, 3,495
tons, Captain W. F. Milne,
from Singapore, general cargo,
berthing at Kowloon Wharf.—
W. R. Loxley & Co.

Duisburg, German str., 4,375 tons,
Capt. Becker, from Hamburg
via Manila, general cargo,
berthing at Kowloon Wharf.—
Jensen & Co.

Unita, Norwegian steamer, 2,345
tons, Captain A. Tjeldheim,
from Milke, cargo: coal,
berthing at buoy No. A11.—
M. B. K.

Bernardin de St. Pierre, French
steamer, 5,818 tons, Captain
A. Tramon, from Marseilles
via Saigon, general cargo,
berthing at Kowloon Wharf.—
M. M. & Co.

La St. Loubert Ble, French str.,
3,480 tons, Captain Sabouret,
from Shanghai, general cargo,
mooring at Stonecutters.—
M. M. & Co.

Klungasa Maru, Japanese steamer,
3,717 tons, Captain K. Ikuno,
from Singapore, general cargo,
berthing at Kowloon Wharf.—
N. Y. K.

Hai Ching, British steamer, 1,322
tons, Captain W. B. Patey,
from Hoihow, general cargo,
lying at Yau-mat.—Douglas &
Co.

Akagi Maru, Japanese steamer,
4,309 tons, Captain K. Trobe,
from Shanghai, general cargo,
berthing at buoy No. A9.—
N. Y. K.

Lisbon Maru, Japanese steamer,
4,307 tons, Captain S. Kakuchi,
from Sakto, general cargo.

NEWS FROM THE
WATERFRONTFreight And Asiatic
Passenger Returns

(BY LONGSHOREMAN).

The freight returns, received
from the Harbour Office during
the 24 hours ended at 9 a.m.
yesterday, showed a moderate
tonnage movement.

The total tonnage of general
cargo carried by vessels to the
Colony was 4,997 tons, with
British steamers carrying 1,351
tons. Through cargo for ports be-
yond the Colony amounted to
15,278 tons, of which 489 tons
were carried by British steamers.

Asiatic deck passengers entering
the Colony during the twenty-four
hours ended at 9 a.m. yesterday
were 272, of which 14 were
from British steamers.

There were altogether eight
arrivals, of which two were of
British registry, the remainder
being of other nationalities, while
of the eight departures, three were
British ships. Particulars as fol-
lows:

Nationality	Ships	Tonnage
British	2	1,837
Dutch	1	2,655
Norwegian	1	1,427
German	1	10,172
Portuguese	1	851
Japanese	1	3,854
Chinese	1	318
Total	8	20,273

CLEARANCES

MONDAY, MARCH 8.

Tak Sang for Canton
Hal Heng for Canton
Kinugasa Maru for Shanghai
Neumark for Manila
Liston Maru for Singapore

Yuen Sang for Kobe
Sui Yang for Canton
Icar for Shanghai
Akagi Maru for Singapore

Hal Ching for Canton
La St. Loubert Ble for Halphong
Bernardin de St. Pierre for S'hai
President McKinley for Manila

mooring at Stonecutters.—
N. Y. K.

SUNDAY, MARCH 7.

Torungen, Norwegian steamer,
1,142 tons, Captain Gundersen,
from Swatow, general cargo,
berthing at buoy No. B11.—
Chin Seng Hong.

Tai Seun Hong, French steamer,
1,296 tons, Captain P. Luigi,
from Swatow, general cargo,
mooring at Sham Shui Po.—
Kwong Lee.

Haidis, British steamer, 1,144
tons, Captain A. Hall,
from Saigon, general cargo,
berthing at buoy No. C1.—
Wo Fat Sing.

Canton, French steamer, 976
tons, Captain G. Charlot,
from Halphong, general cargo,
berthing at buoy No. B4.—
M. M. & Co.

Tjikembang, Dutch steamer, 5,028
tons, Captain J. Van Rees,
from Amoy, general cargo.

VESSELS DUE

Alipore, P. & O., March 21.
Antenor, B. & S., March 27.
Behar, P. & O., March 27.
Andalusia, Lloyd Triestino, March 13.
Anyo Maru, N.Y.K., March 10.
Australien, E.A. Co., March 10.
Behar, P. & O., March 12.
Bennevis, Loxley's, March 14.
Buenos Aires Maru, O.S.K., March 17.
Cardigan, P. & O., March 19.
Cathay, P. & O., March 19.
City of Birmingham, Bank, March 19.
Cote Verde, Lloyd Triestino, March 14.
Duisburg, Jensen's, March 10.
Emp. of Britain, C.P.S., March 21.
Emp. of Canada, C.P.S., March 12.
Emp. of Russia, C.P.S., March 23.
Felix Roussel, Messageries, March 9.
Friden, Melchers, March 28.
General Pershing, States, March 14.
Golden Tide, States Co., March 30.
Hakone Maru, N.Y.K., March 12.
Illinois, States Co., March 24.
Jeyore, P. & O., March 17.
Katori Maru, N.Y.K., March 12.
Kaying, H. & S., March 10.
Kiangsu, B. & S., March 14.
Kulmerland, Jensen's, March 18.
Oldenburg, Jensen's, March 21.
Lyons Maru, N.Y.K., March 10.
Malacca Maru, N.Y.K., March 11.

PASSENGERS

The following prominent pas-
sengers were on board the Dollar
liners President Wilson and Presi-
dent McKinley which arrived in
port yesterday morning:—
Rear-Admiral W. H. Allen,
U.S.N., of the U.S. Asiatic Fleet,
is on his way to Naples on
furlough.

Lt.-Colonel L. B. Stephenson,
U.S.M.C., of the 4th Regiment U.S.
Marines, stationed in Shanghai, is
en route to New York.

Mr. Karim Sal, of the Agricul-
ture Department of the Iranian
Government, is disembarking at
Singapore.

Mr. Julian Arnold, Commercial
Attache of the American Embassy
at Peking, disembarked in Hong
Kong.

Admiral C. Chan, of the South
China Naval Forces, is returning
to Canton after attending the
Plenary Session at Nanking.

General W. H. Chen, Chief of
the South China Aviation Forces,
is returning to Canton after at-
tending the meeting of the Cen-
tral Executive Council of the
Nanking Government.

Mr. A. R. Keller, instructor at
the University of Hawaii, is going
on to Manila, accompanied by
Mrs. Keller.

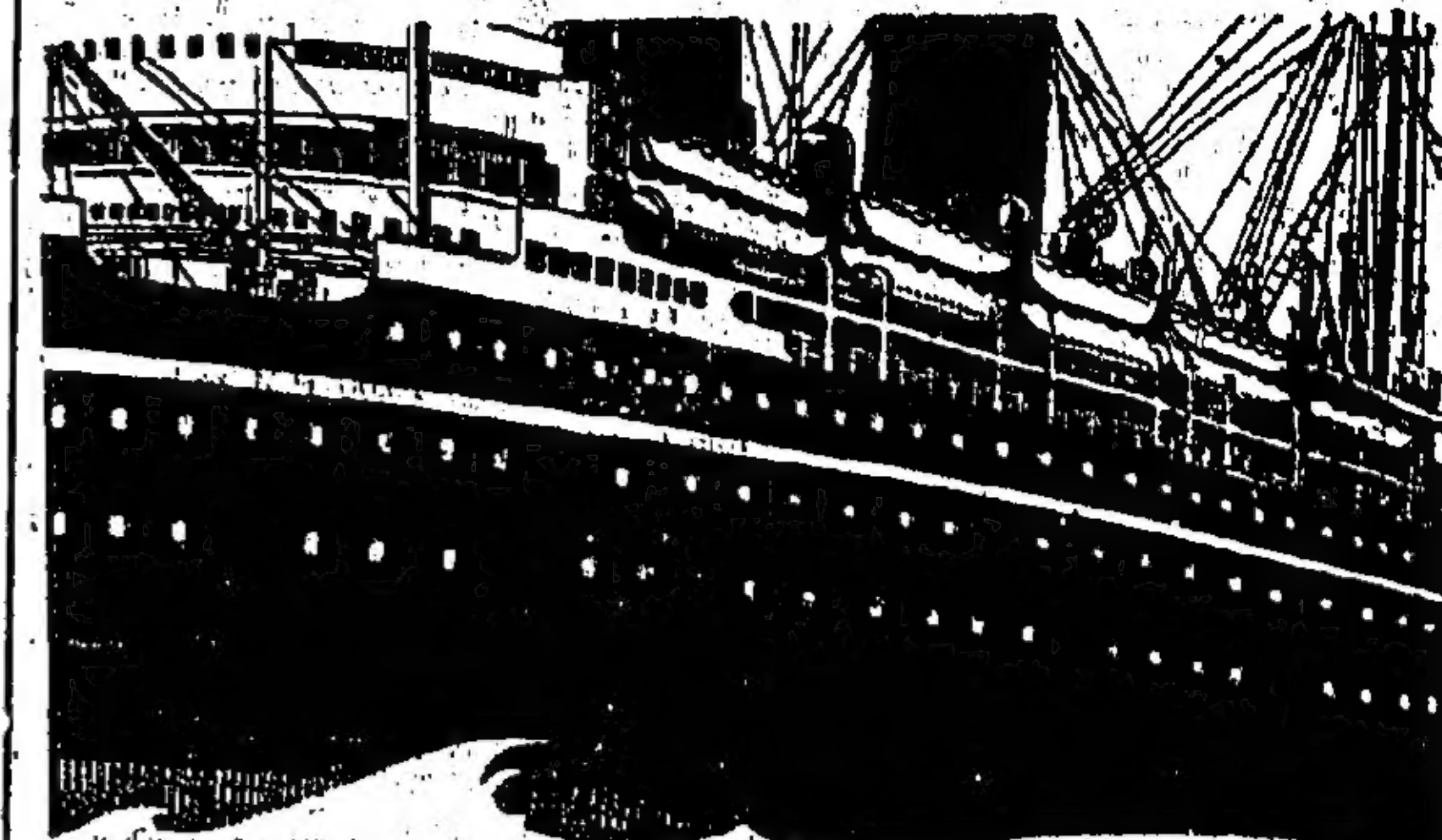
Mr. Paul Hensen, Manager of
the American Sweet Company of
Manila, is returning home after a
business trip to Yokohama.

Lt.-Comdr. Jos. F. Lankford is
going to Manila to take up his ap-
pointment with the United States
Navy. He is being accompanied by
Mrs. Lankford.

Lieut. Earle A. Dely and wife
are going to Manila where he is
to take up an appointment. He
is connected with the U.S. Coast
Geodetic Survey Department.

berthing at buoy No. A7.—
J. C. J. Line.

Sui Yang, British steamer,
1,594 tons, Captain F. Gibbs,
from Amoy, general cargo,
berthing at buoy No. B21.—
B. & S.

P.O.-BRITISH INDIA-APCAR AND
EASTERN & AUSTRALIAN LINESMAIL AND PASSENGER STEAMERS
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sailings are subject to change or deviation with or without notice.

Steamship	Tons	From Hongkong (About)	Destination
-----------	------	-----------------------	-------------

PENINSULAR & ORIENTAL SAILINGS

*BEHAR	6,000	13th Mar.	Man, Havre, London, Hamburg, Rdam, Antwerp, & Hull
*JEYPORE	6,000	16th Mar.	Straits & Bombay
*CARTHAGE	14,500	20th Mar.	Marseilles & London.
*ALIPORE	5,000	26th Mar.	Straits & Bombay
*SOUDAN	7,000	27th Mar.	Man, Havre, London, Hbg., Rdam, Antwerp, & Hull
*BANCHI	17,000	3rd April	Bombay, Marseilles & London
*CATHAY	18,000	17th April	Marseilles & London
*BURDWAN	6,000	24th April	Man, Havre, London, Hbg., Rdam, Antwerp, & Hull
*RAJPUTANA	17,000	1st May	Marseilles & London
*RANPURA	17,000	15th May	Bombay, Marseilles & London
*SOMALI	7,000	22nd May	Marseilles, Havre, London, Hbg., Rdam, Antwerp & Hull
*RAWALPINDI	17,000	29th May	Bombay, Marseilles and London.
*COFU	14,500	12th June	do

* Cargo only. † Calls Casablanca. ‡ Calls Tangier.
All vessels may call at Malta.

BRITISH INDIA-APCAR SAILINGS

SANTHIA	5,000	18 Mar., 10.30 a.m.	Singapore, Port Swettenham, Penang, Rangoon & Calcutta
TALMA	10,000	20th Mar.	
SIRDHANA	8,000	10th Apr.	
SIRBALA	8,000	24th Apr.	
TILAWA	10,000	11th May	

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And by the way, there is no additional charge for Deck Cabins and there is of course a Sun Deck Swimming pool, an Orchestra and a fine Laundry.

A Surgeon and Stewards are at your disposal and last but not least—we had almost forgotten—the cuisine will set you listening eagerly for the Grog.

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The P. & O. Royal Mail Steamers to London and

The New Zealand Shipping Co.'s Steamers for London via Panama Canal.

EASTERN & AUSTRALIAN SAILINGS

NANKIN	7,000	3rd Apr.	Manila, Rabaul, Brisbane, Sydney, Melbourne & Hobart
NELLORE	7,000	1st May	
TANDA	7,000	4th June	

SAILINGS TO SHANGHAI & JAPAN

SIRDHANA	8,000	18th Mar.	Amoy, Shanghai & Japan
CATHAY	15,000	19th Mar.	Shanghai & Japan
*BURDWAN	6,000	20th Mar.	do
SIRBALA	8,000	1st Apr.	Amoy, Shanghai & Japan
RAWALPINDI	17,000	1st Apr.	Shanghai & Japan
NELLORE	7,000	4th Apr.	do
*SOMALI	8,000	15th Apr.	do
TILAWA	10,000	16th Apr.	Amoy, Shanghai & Japan
RANPURA	17,000	16th Apr.	Shanghai & Japan
SANTHIA	5,000	22nd Apr.	Amoy, Shanghai & Japan
RAWALPINDI	17,000	29th Apr.	Shanghai & Japan

* Cargo only.

ALL DATES are approximate and subject to alteration without notice.

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S.S. "CITY OF BIRMINGHAM" ... Havre, London, Rotterdam & Hamburg ... 15th March

S.S. "CITY OF DERBY" ... Havre, London, Rotterdam & Hamburg ... 15th April

S.S. "CITY OF LILLE" ... Havre, London, Rotterdam & Hamburg ... 15th May.

AGENTS FOR

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... Leading for Mauritius Reunion, Tamatave, Lourenco Marques, Durban and Cape Town. 10th April

EAST & SOUTH AFRICA ... LUXURIOUS PASSENGER VESSELS ... INDIAN AFRICAN LINE

M.V. "ISIPINGO" ... from Calcutta 4th Apr. ... from Colombo 10th Apr.

M.V. "INCHANGA" ... from Calcutta 4th May ... from Colombo 10th May.

M.V. "INCOMATI" ... from Calcutta 4th June ... from Colombo 10th June.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Feza, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

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Week day 4.30 p.m. Sui Tai	3.00 a.m. Sui Tai
Saturday 8.30 a.m. Sui Tai	3.00 a.m. Sui Tai
Saturday 4.30 p.m. Kinshan	3.00 p.m. Sui Tai
SUNDAY 12.30 a.m. Kinshan	3.00 a.m. Kinshan
SUNDAY 1.00 p.m. Sui Tai	12.00 p.m. Kinshan

EXCURSION.

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"SARPEDON" Sails 10 MAR. for Marseilles, London,
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"DEUCALION" Sails 24 MAR. for Marseilles, Casablanca,
London, Rotterdam, Hamburg & Glasgow

LIVERPOOL SERVICE

"TEUCER" Sails 23 MAR. for Havre, Liverpool,
& Southampton

NEW YORK SERVICE

"HEXENOR" Sails 8 APR. for Boston, New York,
Philadelphia and Baltimore, via Manila,
Batavia, Straits & Cape of Good Hope.

PACIFIC SERVICE

"IXION" Sails 15 MAR. for Victoria, Vancouver
& Seattle

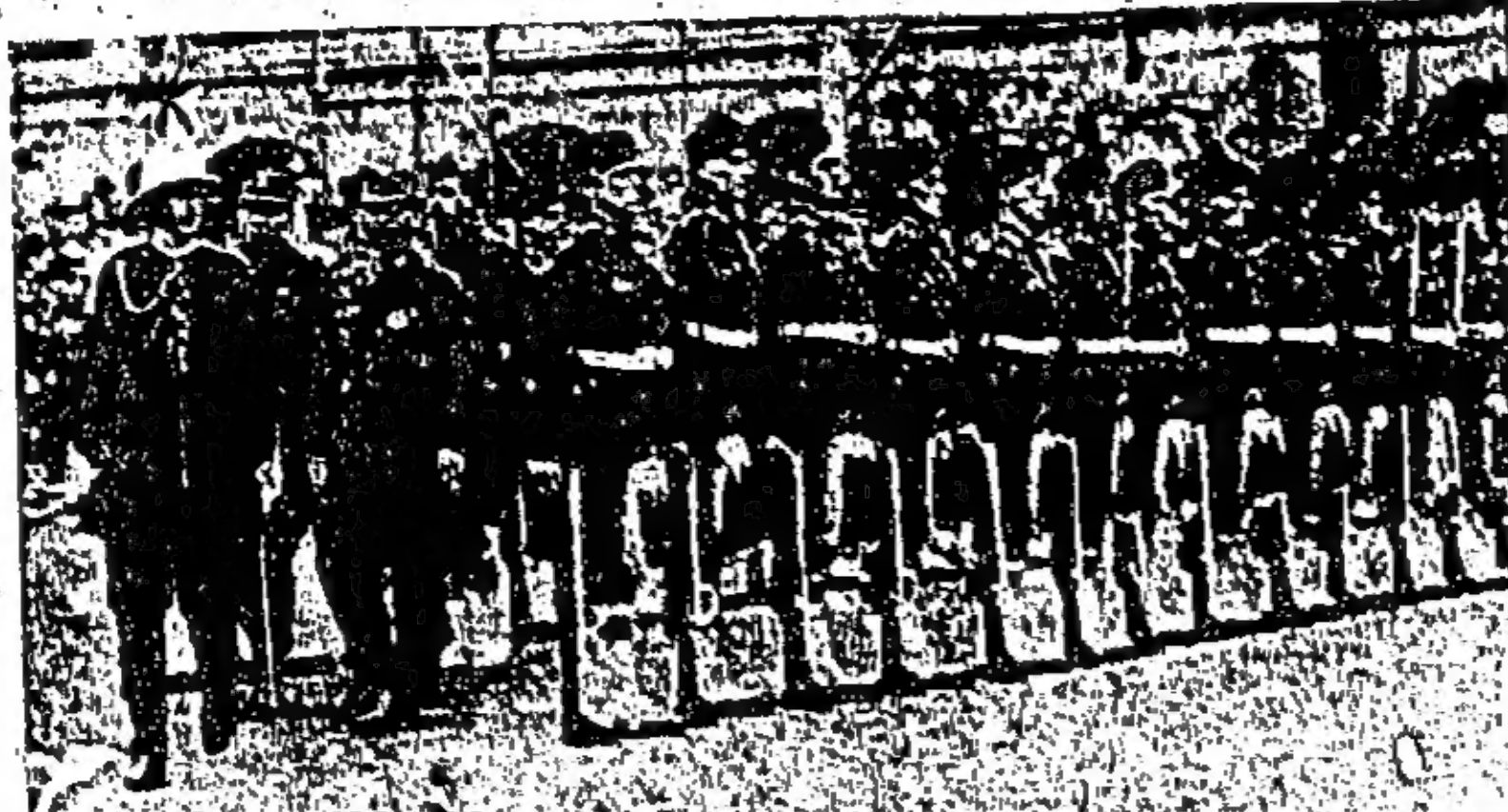
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Photograph taken of H.E. General Yu Hon-mau, accompanied by a Canton Government military official, Capt. Craig, A.D.C. to H.E. Sir Andrew Caldecott, and Lieut. Gray, of the Seaforth Highlanders, after inspecting the Guard of Honour, outside Queen's Pier yesterday morning. (Photo by Mee Cheung).

HONG KONG AND CANTON

(Continued from Page 1)

British relations had these two great nations been so friendly as they were at that time.

"That relationship," continued Dr. Kotewall, "has, if anything, been further strengthened since. There is no need to dwell on the interdependence of Hong Kong and Canton, commercially, geographically, and even from the point of view of peace and good order. Now that the two countries are enjoying such happy co-operation; China is at last unified; and Kwangtung is ruled by such men of outstanding ability as General Yu and his colleagues, and we in Hong Kong have as our Governor Sir Andrew Caldecott with a number of able administrators assisting him, we can look forward to the future with hope and confidence."

Speaking with great deliberation and feeling, General Yu expressed the feelings that he experienced at the according to him of this great honour.

Whilst he spoke, outside the great building, were hundreds of people who awaited a glimpse of the great man. As he departed he accorded to them a graciousness of greeting that was manifestly appreciated by the throng, amongst whom were many Europeans.

At the banquet in the dining hall of the Chinese Merchants' Club, the Hon. Dr. R. H. Kotewall presided.

THE GENERAL'S SPEECH

Having thanked all his hosts for the great honour which they had done him, General Yu declared that the eulogies which the Hon. Dr. Kotewall had lavished upon him were undeserved. However, he did most sincerely appreciate the honour which had been done him. In all sincerity and honesty, he could be claimed that Kwangtung was one of the most important provinces in the whole of China. It was, amongst many other things, that province which actually turned a Monarchy into a Republic. Therefore, whatever good or ill resulted from that conversion might reasonably be laid at the feet of Kwangtung. It was a province which glowed, and the Kwangtung province would always feel the responsibility for the achieving of the Republic.

The Kwangtung people were intensely loyal and patriotic, and they always felt it their duty to do whatever they could to uphold Republicanism.

His Excellency said it was a very great honour to be favoured as the chief guest at this distinguished gathering, but he felt even more deeply the honour which was his at being a member of the citizenship of Kwangtung, and he would always regard himself as one who was devoted to the service of the centre of action of Kwangtung—Canton.

"What China needs to-day is a period of recuperative rest," he declared, "and during that period there should be productive and recuperative works. Kwangtung is now entering a state of financial needs; she is in an embryonic state, and she is now concentrating on the promotion of industries and making every effort to tap her resources."

The Kwangtung Government went hand in hand with the people, added Gen. Yu. There was a unity of spirit which made for a very great deal in the affairs even of a province. "In that spirit of unity, I hope that many of our difficulties will be overcome," he declared.

Continuing, the speaker said that what was needed besides the willingness to give in service was finance. Constructive schemes were being formulated and he felt sure that given financial stimulus such schemes would bear good fruits.

"The Chinese residents of Hong

JAPAN'S CHINA POLICY

(Continued from Page 1)

MR. QUO'S VIEWS

London, March 8.

Mr. Quo Tai-chi, Chinese Ambassador in London, interviewed by Reuters, in connection with Mr. Sato's speech in the Japanese House of Peers, said: "It is perhaps a happy omen that the appointments of Dr. Wang Chung-hui and Mr. Sato as Foreign Ministers of China and Japan respectively were announced on the same day, enabling both parties to make a new start with a fresh view on mutual relations."

"Mr. Sato's speech may well result in benefit to all nations interested in peace and commerce in the Far East."

"China has consistently worked for a good understanding of all powers, particularly with her nearest neighbour on a basis, as Mr. Sato says, of equality and reciprocity. She certainly welcomes these overtures of friendly settlement."

Referring to Mr. Sato's desire for a rapprochement with Great Britain and removal of the causes of irritation in the Chinese market, Mr. Quo Tai-chi said that he is sure that China will feel nothing but satisfaction at this. "It goes without saying that Chinese economic interests will be duly respected in any such arrangement."

Concluding, Mr. Quo said that these were his personal views and he felt sure that Mr. Sato's friendly gesture will evoke a ready response in the proper quarters in Nanking.

HOSTS

Hosts at this banquet last night were:—The Hon. Dr. R. H. Kotewall, the Hon. Mr. T. N. Chau, the Hon. Mr. M. K. Lo, the Hon. Dr. Li Shu-fan, Sir Shou-son Chow, Sir Robert Ho Tung, Dr. S. W. T'ao, Messrs. Lee Yau-chuen, Ho Kom-tong, S. N. Chau, E. Wong Tape, W. N. Thomas Tam, Li Sing-kui, Chan Sul-ung, Leung Kwai-tin, Yue Cheuk-sung, Ng Wah, Lau King-ching, J. M. Wong, Chan Kam-po, Yue Kam-sheung, To Ki-cheung, Yip Shui-sang, Fong Mui-chuen, Dr. T. Y. Lee, Messrs. Fong Chi-nai, Chan Sze, Fung Chi-ying, Cheung Lan-chau, Yeung Yat-fai, Chan Man-chi, Ip Lan-chuen, Tang Shui-kin, Lau Tak-po, Kwok Chuen, Ho Wing, Wong Chi-po, Lee Sheung-ming, Ma Chui-chiu, Lo Man-hin, E. Lo, W. K. Chau, Yung Chi-ming, Fung Ping-fan, Lau Ping-chai, Dr. Arthur Woo, Messrs. Mok Hon-sang, Lam Cheuk-ming, Ng Tong-chun, F. K. Kwok, Wong Yung-tong, Lee Sze-fong, Lee Koon-chun, Lee Yue-cheung, Chan Yue-lin, Ng Sze-wing, Ho Wah-sang, Hon. Man-wai, Shui Cheuk, Yuen Hoi, Wong Sik Kee, Lo Shuen-wing and Lo In-in.

GUESTS

Guests at last night's banquet were:—General Yu Hon-mau, Lt. General Tsai King-tong (Chief of Staff), General Chan Ki-yau (Representative of General Chiang Kai-shek), General Sheung Koon Wan-sung, (Second in Command), Major Yu Pak-chuen, A.D.C., Lt. General Chan Ming-ye, Mr. Lee Hu-wan (Member of the Provincial Council), Mr. Wong Fan-yat, Mr. Lau Wei-chi, Colonel Chu Lai-chuen and Colonel Shui Han.

GENERAL YU'S ARRIVAL

Official Calls Exchanged

Another official visit, further cementing the friendship between the Hong Kong and Canton authorities, was witnessed yesterday morning when His Excellency General Yu Hon-mau, Commander-in-Chief of the Fourth Route Army and Canton Government Commissioner for Kwangtung, arrived in Hong Kong from Shanghai in the Dollar liner President McKinley, and paid an official call on His Excellency the Governor, Sir Andrew Caldecott, K.C.M.G.

Included in General Yu's travelling party were Major-General Chan Min-ng, Major-General Li Yu Wan, Secretary Tang and Counselor Wang Fan-yat.

Several ex-officials of the Chinese Government were among those who boarded the vessel on its arrival to greet the distinguished visitor, which included Mr. Au Fong-pu (former Commissioner of Finance of Whampoa), Mr. Ling Yat-chong (former Commissioner of Civil Affairs), Mr. Wong Lan-shu (former Commissioner of Education) and Mr. Tuo Yick-hin (former Principal of the Ying Tong Military Academy).

SAVILE FIRED

General Yu Hon-mau crossed the harbour in the Government launch Britannia with his party, accompanied by Captain W. J. E. Craig, A.D.C. to H.E. the Governor, while other Canton officials and Chinese members of the Hong Kong Executive and Legislative Councils were carried across on the launch Diana. A salute of 17 guns were fired by H.M.S. Cape-town during their passage to Queen's Pier.

On arrival at the Hong Kong side, the visitor was met by the Colonial Secretary, the Hon. Mr. N. L. Smith, and the Secretary for Chinese Affairs, Hon. Mr. R. A. C. North.

After inspecting the Guard of Honour provided by the 1st Battalion of the Seaforth Highlanders, who were accompanied by the Regimental Colours and a Pipe and Brass Band, General Yu Hon-mau, escorted by his A.D.C. and Captain Craig, proceeded to Government House, followed by other officials.

Among local Chinese residents who were present were Hon. Sir Shou-son Chow, Hon. Dr. R. H. Kotewall, Hon. M. K. Lo, Hon. Mr. T. N. Chau and Hon. Dr. Li Shu-fan.

GENERAL'S STATEMENT

Interviewed by Pressmen through his A.D.C., General Yu Hon-mau, on board the President McKinley, made the following statement:

There was a full attendance at the meeting of the Plenary Session at Nanking at which it was revealed that the country was satisfied with the Central Government's policies, he said. "Everyone is looking forward to the future prosperity of China with confidence."

There is every indication that the development of the country is proceeding rapidly.

The question of rice taxes in Kwangtung had been passed to the Southern Commission to be gone into with a view to abolishing them temporarily.

The Government's policy was declared at the Plenary Session, several of the leaders urging their countrymen to work according to its principles. The military situation, as well as the pacification work of the Kwangtung Province, had been carefully considered by Generalissimo Chiang Kai-shek and the Minister of War, Ho Ying-ching.

General Yu Hon-mau was the guest at a banquet at the Chinese Merchants Club last night and is due to leave for Canton to-day by special coach, where he will meet Mr. Kirkpatrick, special representative in China of the British Exports, Credit Guarantee Department, to discuss various economic problems.

World's Largest Tin Dredger

Lost While Being Towed To Dutch East Indies

Amsterdam, Mar. 8.

Kantoens, reputedly the world's largest tin dredger, capsized and sank during a heavy storm near Eddystone Lighthouse while being towed to the Dutch East Indies.

All the members of the crew were saved.

The dredger was recently completed at Schiedam, after ten months' work. It had a displacement of 3,500 tons.

FOREIGN MAILS

The Public are reminded that the postage on Printed Papers, Commercial Papers, Samples and Small Packets must be fully prepaid. Insufficiently prepaid Printed Papers etc. are NOT forwarded.

Letters, Postcards and Samples for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS

FROM	PER	DATE
STRAITS	Imperial Airways	9th Mar.
Air Mail by "Imperial Airways"	Direct Service—London date, 27th February.	
SHANGHAI	...	9th Mar.
JAPAN	...	9th Mar.
HAIPHONG, PAKHOI and HOIHOW	...	10th Mar.
JAPAN, SHANGHAI and EUROPE via Siberia (London date, 18th Feb.)	...	10th Mar.
STRAITS and EUROPE via NAGASAKI (Letters and Papers) London date, 11th February	...	11th Mar.
AUSTRALIA and MANILA	...	11th Mar.
JAPAN	...	11th Mar.
AMOI	...	11th Mar.
MANILA	...	11th Mar.
CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver B.O. 30th Feb.)	...	11th Mar.
JAPAN, SHANGHAI and FORMOSA	...	11th Mar.
STRAITS	...	11th Mar.
SHANGHAI	...	11th Mar.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 13th February)	...	11th Mar.
JAPAN and MANILA	...	11th Mar.
BANGKOK and SWATOW	...	11th Mar.
STRAITS, MANILA and London Parcel—London date, 4th February	...	11th Mar.
JAPAN	...	11th Mar.
SHANGHAI	...	11th Mar.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 30th February)	...	11th Mar.
CALCUTTA and STRAITS	...	11th Mar.
JAPAN	...	11th Mar.
JAVA	...	11th Mar.
AUSTRALIA and MANILA	...	11th Mar.

OUTWARD MAILS

REGISTERED AND PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 6 p.m. on the previous day.

FOR	PER	DATE and TIME
TUESDAY		
Beigon, Ceylon, India, East, and South Africa, Egypt and EUROPE via Marseilles—due Marseilles 8th April	Felix Roussel	Tuesday, 9th, G.P.O. & K.P.O. Let. 9th, 8.30 a.m.
Belavia	Tytkombank	8.30 a.m.
Dairen	Lombard Bank	10.30 a.m.
Bangkok via Swatow	...	10.30 a.m.
Air Mail for Canton and Districts	C.N.A.C. plane	Reg. Noon
Fort Bayard	Tai Foe Shik	Let. 12.30 p.m.
Amoy	Trinam	1.30 p.m.
Bangkok	Torung	3.30 p.m.
Swatow, Amoy and Foochow	Swatow	5.00 p.m.
Air Mail for Swatow, Amoy, Foochow and North China (via Shanghai).	C.N.A.C. plane	Reg. 5th, 5.00 p.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via Vancouver, B.O. (Parcel for Canada only)—due Vancouver B.O., 27th March and EUROPE via Siberia	Emo. of Adla	Reg. 5th, 5.00 p.m.
WEDNESDAY		
Amoy via Swatow	Nanning	Wednesday, 10th, 5.30 a.m.
Letters for "K.L.M. Service"—due Amsterdam, 22nd March.	Sarpedon	Reg. 9.30 a.m.
Letters for "K.L.M. Service"—due Amsterdam, 22nd March.	Sarpedon	Let. 10.00 a.m.
Beigon, Ceylon, India, Aden, Egypt and EUROPE via Marseilles—due Marseilles 8th April and London Parcel—due London, 14th April	Sarpedon	Reg. 9.00 a.m.
Haiphong	...	Reg. 9.45 a.m.
Fort Bayard and Haiphong	...	Let. 10.30 a.m.
Shanghai	...	3.00 p.m.
Manila	...	3.30 p.m.
THURSDAY		
Shanghai	Schamhorst	Thursday, 11th, 3.30 p.m.
FRIDAY		
Sandakan	...	Friday, 12th, 6.30 a.m.
Letters for "Imperial Airways" Direct Service—due London, 21st March.	R.M.A. Dorado	Reg. 8.30 a.m.
Letters for "Australia by Imperial Airways Service"—due Darwin 16th March.	R.M.A. Dorado	Let. 9.30 a.m.
Hoibow, Pakhoi and Haiphong	...	Reg. 8.30 a.m.
Formosa, Shanghai, Japan and EUROPE via Siberia	...	Let. 9.30 a.m.
Manila	...	1.00 p.m.
*Straits and EUROPE via Marseilles—due Marseilles, 14th April	...	3.30 p.m.
Beigon, Ceylon, India, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 11th April	...	4.30 p.m.
SATURDAY		
Amoy	...	Saturday, 13th, 12.30 p.m.
Letters for "K.L.M. Service"—due Amsterdam, 25th March	Conte Verde	Reg. 4.30 p.m.

* Superscribed correspondence only.

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